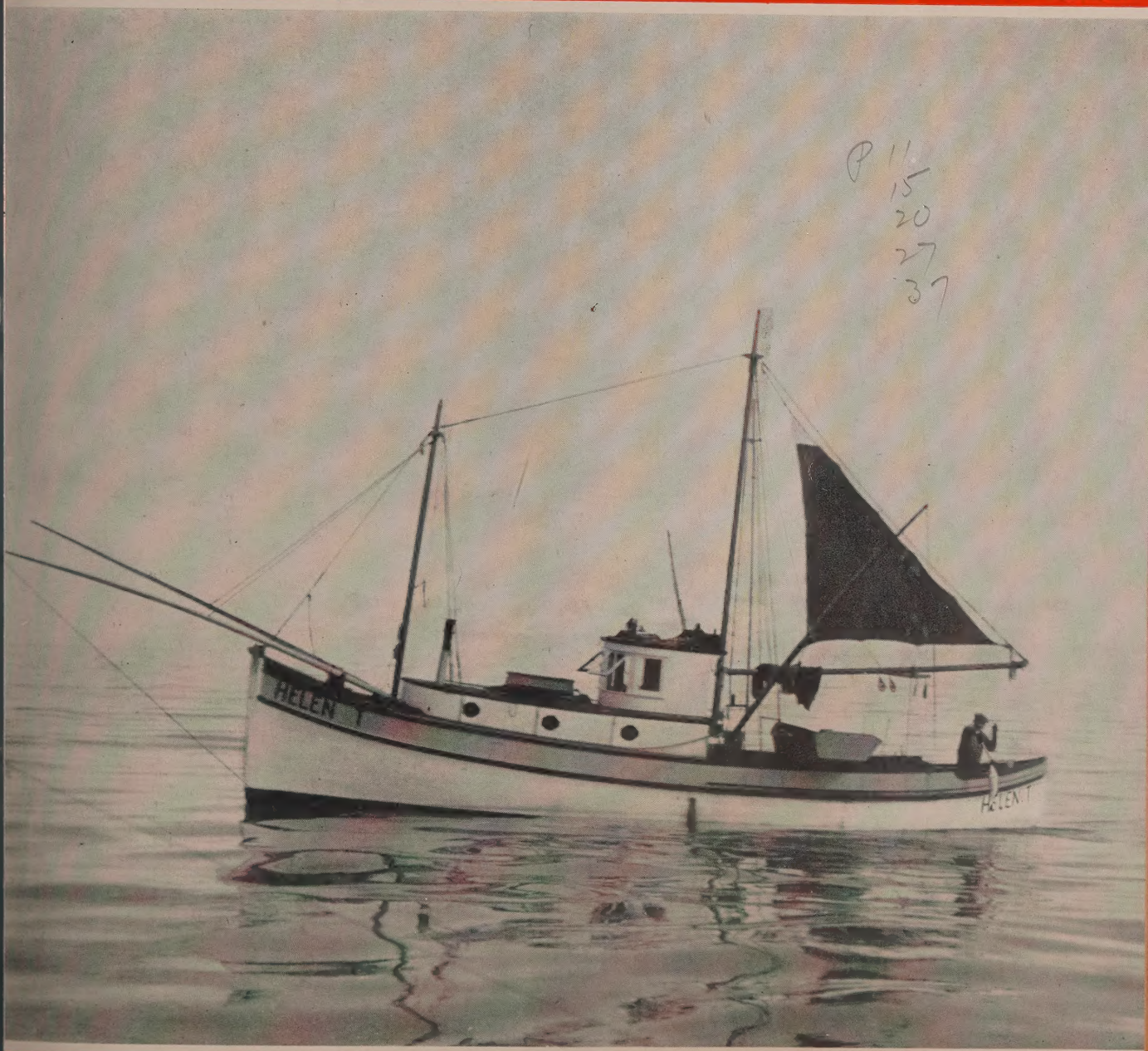
February, 1957 50 cents

PACIFIC FISHERMAN

High Seas Netting Under Fire . . . p11

New Record is Set By Tuna Pack p13

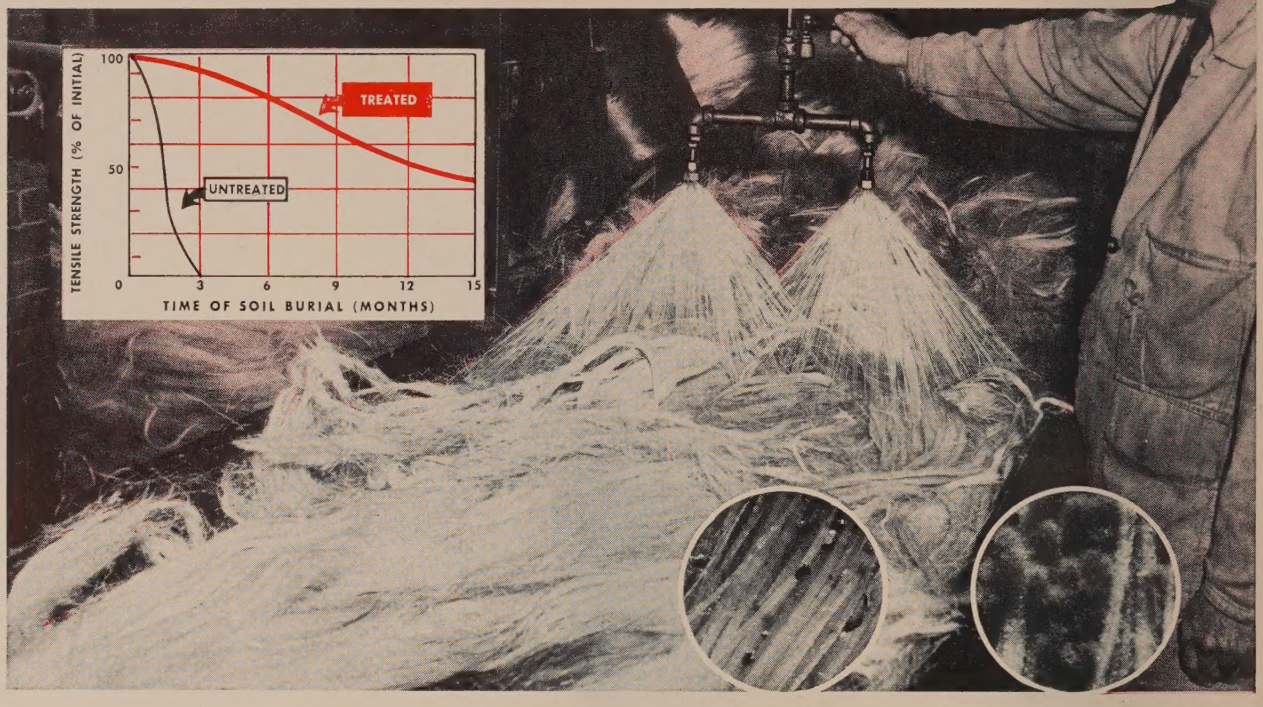


MT. FAIRWEATHER LOOKS DOWN from an icy sky as an Alaskan takes his salmon from Cross Sound in this photo by Mrs. Maxcine Williams, herself a troller.

A MILLER FREEMAN PUBLICATION

5% LOSS OF STRENGTH . . . VERSUS 100%

only COLUMBIAN anti-rot treatment gives you the rope with the longer life



Two samples of Columbian Manila Rope were buried together in warm moist soil. One sample was treated with Columbian Fungi-Static—the anti-rot material that stops the growth of fungi, mold, mildew and bacteria. The other sample was untreated. In three months time, the tensile strength of the untreated sample was completely gone. But the Fungi-Static sample retained 95% of its original tensile strength. Even after 15 months burial, the Fungi-Static sample was nearly half as strong as it had originally been.

Fungi-Static Columbian Rope, after two weeks incubation with green mold spores, only original spores are present.

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Fungi-Static, an exclusive product of Columbian laboratories, stops the growth of decay-causing organisms. It adds years of dependable service to every foot of Columbian Manila Rope.

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A pioneer in the production of nylon, dacron and other synthetic-type ropes, Columbian "stabilizes" these ropes with a patented treatment that prevents unraveling when cut.

COLUMBIAN ROPE COMPANY, AUBURN, "The Cordage City," New York

PACIFIC FISHERMAN

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A MILLER FREEMAN PUBLICATION

Some Answers to Some Questions About Ocean Salmon Fishing

● With legislatures of the three Pacific states being asked to pass laws prohibiting or preventing ocean net fishing for salmon, serious questions are raised as to why this is necessary.

Some of these questions follow, with *our* answers, given as *Pacific Fisherman* sees them, and as *Pacific Fisherman* honestly believes the truth to be.

● *From what source does the request for this prohibition come?*

From the national governments of Canada and the United States.

● *Why do they seek it?*

Because in the North Pacific Fisheries Treaty, as a condition for Japan's abstention from our coastal salmon fisheries, we have agreed to continue to conserve the salmon resources by scientific methods.

● *Who says this action is necessary for conservation?*

The American Section of the International North Pacific Fisheries Commission; the International Pacific Salmon Fisheries Commission; the Canadian and American delegations negotiating the Pink salmon protocol to the Sockeye salmon treaty; *and* the fisheries departments of the three Pacific states.

● *Why do they believe it necessary?*

Because ocean netting of salmon takes fish as they are intermingled on the high seas, and before it is possible to determine to what river systems the fish will go to spawn.

● *Why is this so important?*

Because until you know where fish are going you cannot know what fish to protect to secure adequate seeding of all areas.

● *Does not salmon trolling take fish while they are mingled at sea? And, if so, why should it not also be prohibited?*

Fair questions. To the first there can be but one answer. Trolling *does* take fish intermingled at sea; *but* trolling is an established form of fishing, which existed long before the nations agreed to *continue* conservation on sound basis. In short, it had been taken into consideration when the conservation responsibility was assumed. *Further,* trolling takes only Chinook and Silver salmon, and none of the species with the conservation of which our international treaties are primarily concerned.

● *Isn't this just another "gear fight", in which established forms of gear have succeeded in enlisting the support of official agencies against a progressive, pioneering aspect of fishing?*

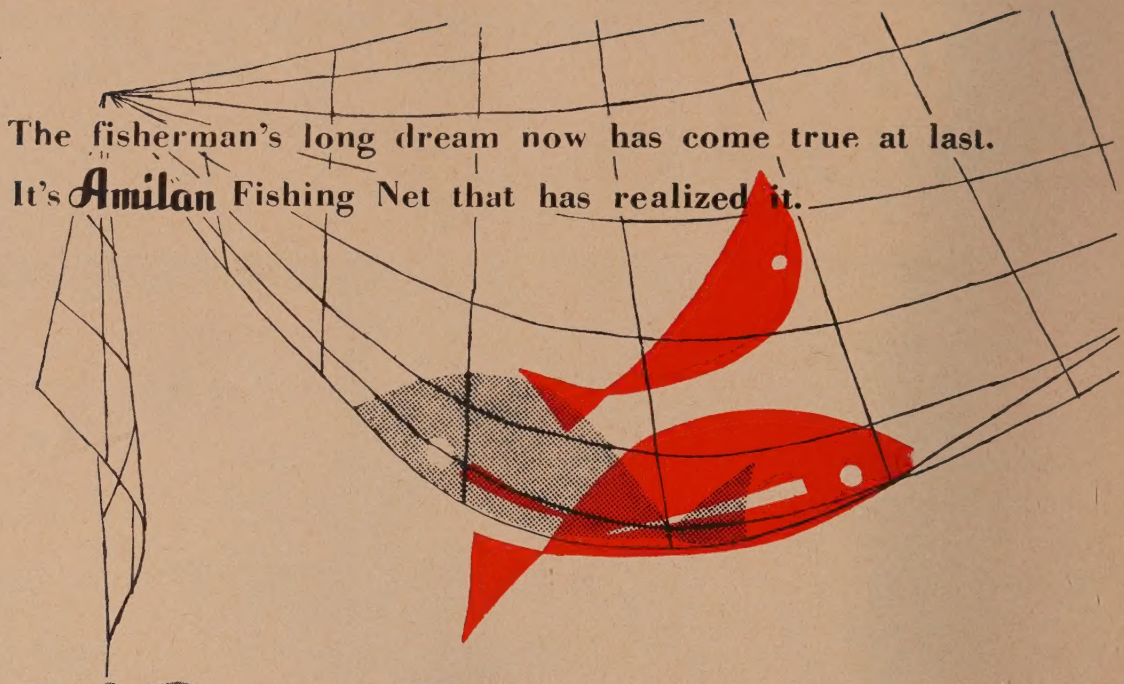
Answer: (To the first part of the question) Only in an insignificant degree. (To the second part) Definitely *not.* The opposition originated in official sources.

● *Is the majority opinion of the industry in favor of this action?* (Honestly now.)

It *is;* overwhelmingly.

● *What of the sportsmen?*

They apparently have not yet realized the implications of this ocean netting development; *but when they do—*



The fisherman's long dream now has come true at last.
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6. Continual fishing operation is possible with no fear of decay.

The world's highest workmanship plus these unique merits is the world famous "Amilan" Fishing Net. It always carries the label shown above. "Amilan" is the trade mark of our nylon. Toyo Rayon Co., Ltd., Du Pont's exclusive licensee in Japan on nylon production.

Pamphlet "Amilan Fishing Net" is available, and dealers will be introduced upon request

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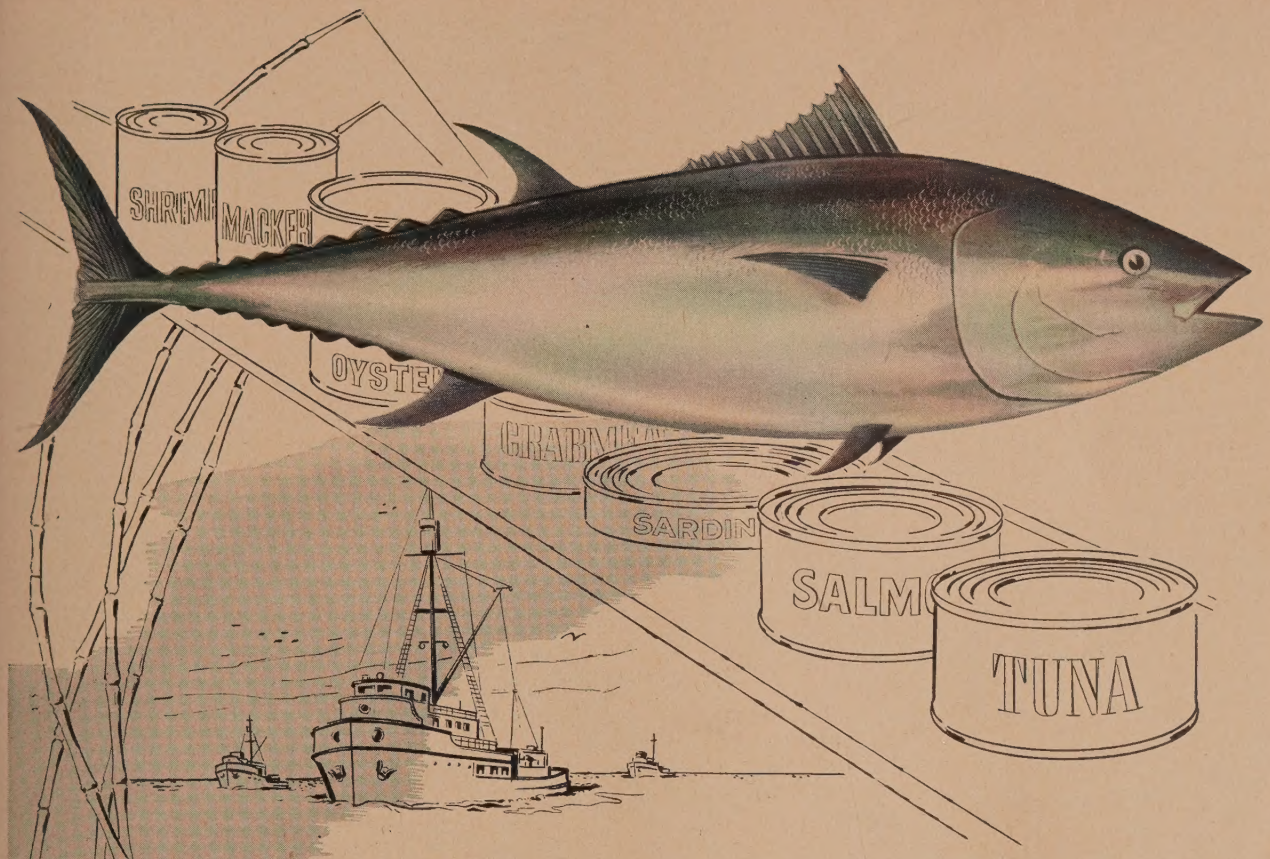

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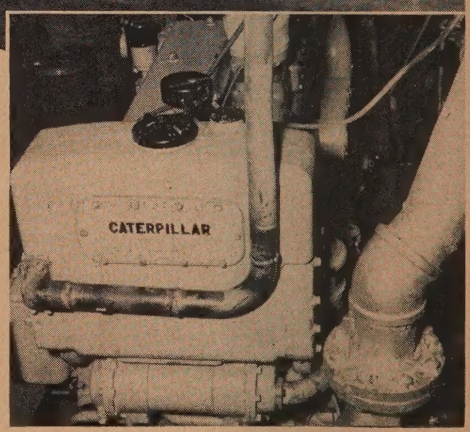

Here's the *Myrtle L,* showing her heels as she heads for sea. Owned by Dale Martin and Louis J. Gaebe, she fishes for yellow tail, skipjack, albacore and tuna out of San Diego, California.

When this 45-footer was new, ten years ago, two Caterpillar Diesels were put into her—a D13000 for propulsion and a D3400 for auxiliary power. Today she has a Cat D337 turning the 42″ x 30″ wheel, giving her more speed and power. The D3400 is still on the job.

Co-owner Dale Martin says: "We operated this boat from the start with the D13000 Engine, and were so well pleased with its performance that we chose the Caterpillar D337 when we repowered. The old engine gave us 21,000 hours without a single failure at sea. And the auxiliary D3400 has had only three overhauls in more than 28,000 hours."

One of the new engines in the Caterpillar Marine Diesel line is the D337 (Series F). It can deliver 310 HP (maximum at 2000 RPM). Like all Cat Marine Engines, it's ruggedly built for long, dependable, economical work life.

Your Caterpillar Dealer has the right power for your boat—a full range of engine sizes. And he supplies reliable dockside service and parts you can trust. Give him a call today.

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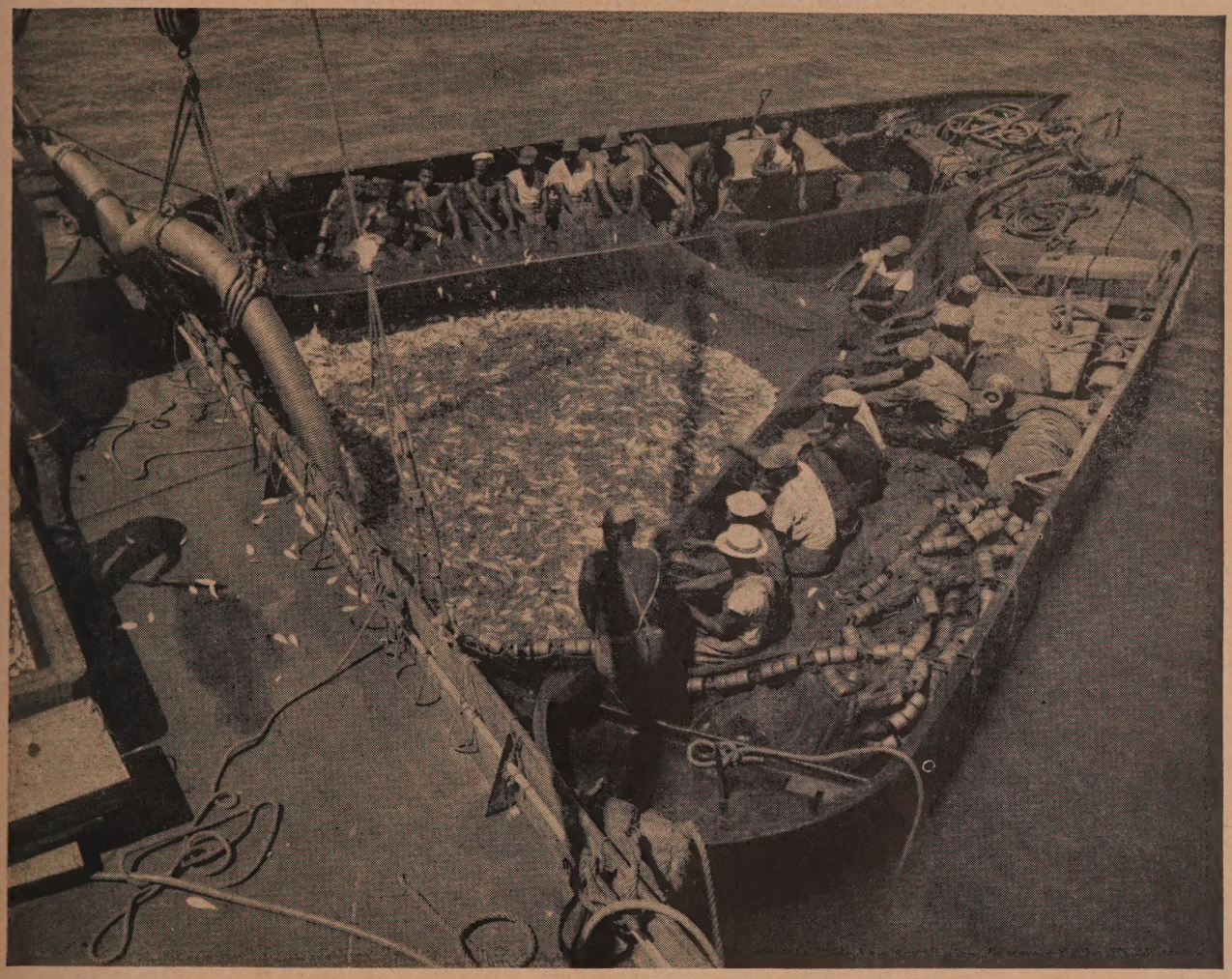

Spongex Floats carry a lot of weight in the Gulf

"Spongex® floats give us what amounts to 300% greater protection from loss of fish . . . nets and time", says Mr. George Castigliola, owner of the Lois Kaye, 128′ all-purpose refrigerated flagship of the Castigliola Shrimp Co., Pascagoula, Mississippi.

"We use Spongex floats because we must have floats that hold ½ mile of seine net plus 25 tons of fish in the stiff gulf tide.

"This means", he continued, "our floats must have a buoyancy greater than the ordinary fishing net. They must be of the type to carry weight . . . compounded with a minimum of 100,000 fish at a time. So naturally the less water absorption, the better. We find all these qualities in Spongex floats plus the fact the 20 boys who work the purse boats find the nets 50% easier to handle.

"Net fishing is tricky business. It's easy to lose a net without the added buoyancy of Spongex floats. Once a net goes under, ordinary floats become waterlogged making it impossible to bring the net to the surface.

Mr. Castigliola concluded, "We are now planning a boat that will carry 1,000,000 fish at a trip. It is obvious we will look to B. F. Goodrich floats to buoy-up the larger nets we will need."

Captain Oliver W. Hunnings of the "Lois Kaye" says, "Spongex floats are stronger, longer-lived, and more buoyant than the old-fashioned wood or cork floats. Wood floats grow heavier as they absorb water, and make it tough for the men to haul in the nets during each set. We could only expect 3 seasons of use from wood floats, with the floats being relocated on the net each season . . . closer and closer to the purse boats as they became more and more waterlogged. These Spongex floats have been in use for two seasons and are still

in their original positions. The Spongex floats will also support a heavier load in the nets, since they are more buoyant than wood, thus enabling us to catch more fish in a single set than we would in the past."

For more information write B. F. Goodrich Sponge Products, a division of The B. F. Goodrich Company, 345 Derby Place, Shelton, Connecticut.

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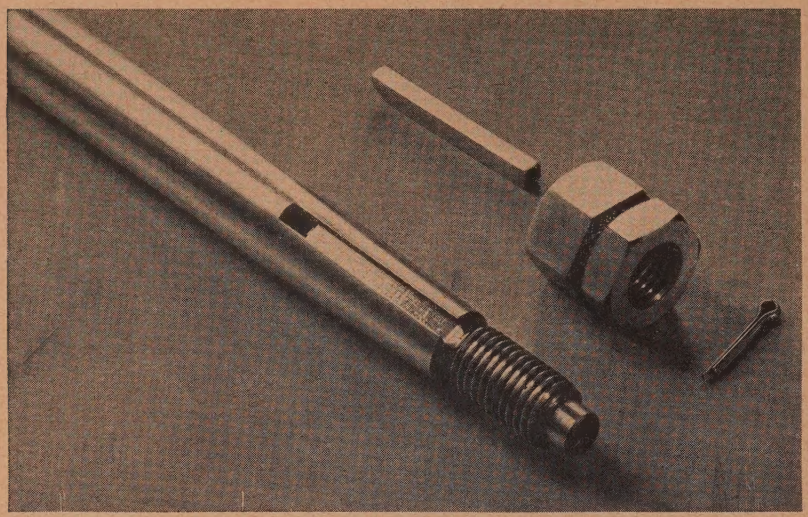

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For high speed, heavy duty. Tempaloy* Shafting — a corrosion-resistant aluminum bronze — combines exceptional strength and toughness with high resistance to shock, and is used for high-speed and heavy-duty work which requires maximum shaft strength and toughness with relatively light weight.

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The "Arlice", owned by Agne Blendheim of Seattle, Wash., is used mainly for halibut and tuna fishing and beam trawling. Powered by the new 6 DAMR-844 Allis-Chalmers Diesel Engine, it burns less than six gallons of oil per hour and makes up to 8½ knots fully loaded. The Capitol HYC Hydraulic Reverse Gear provides easier control and greater maneuverability, and is precision built to give top performance at all times. Model and ratios given on request. WRITE FOR CATALOG.
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ARLICE

A saga of five who had faith in shrimp

"First Family of Shrimp Fishermen"—that's the brothers Versaggi: John, Virgil, Joe, Manuel, and Dominick. Today they own and run the Versaggi Shrimp Company, one of the largest in the industry, with a fleet of more than thirty shrimp boats and a production rate of nearly 2½ million pounds of the curly crustaceans a year.

But the Versaggi family album records far more than facts and figures. It is a chronicle of the phenomenal growth of an industry itself, as well as a personal saga of American business acumen founded on an unshakable Old World loyalty to family. Faith, vision and daring have all played their part in shaping the Versaggi enterprise of today, starting from the day father Salvatore left his native Sicily and, with his wife Vincenzina, came to work in New York as a longshoreman in 1905.

Brooklyn winters were cold after the Sicilian sun, and soon Salvatore headed south to Fernandina, Florida. There he acquired his first boat, the *Mount Etna,* and shipped back to New York shrimp packed in ice-filled butter tubs. In New York, at first, they found their way chiefly to taverns, where they were served as a side dish—for these were the days just before shrimp began to ride the tide of today's popularity.

But by the time of World War I the shrimp demand began to increase. Expansion was in the air. Salvatore opened another branch at St. Augustine, Florida, some eighty miles south of Fernandina, in the first of a series of moves which were to spread the name of Versaggi all along the Atlantic and Gulf Shores.

When he died in 1925, Salvatore left a thriving business with a fleet of ten boats fishing out of St. Augustine and Fernandina. His sons carried on in true Versaggi tradition, with John the eldest leading the way. He was soon joined by Virgil; Manuel followed, then later the youngest, Dominick, who arrived by way of the U. S. Naval Academy and a tour of duty in World War II. Dominick lives in Patterson, Louisiana with his wife, two sons and a daughter. Joe, the third, remained in New York, where he had formed the Versaggi Fish Company with Manuel before Manuel joined his brothers in Florida. (Today Joe still operates out of New York, living on Long Island with his wife and seven children. The other brothers are based variously at the three production plants in Tampa, Florida; Brownsville, Texas; and Patterson, Louisiana.)

Once the marine diesel engine became practical, the brothers faced the expansion problem once again. After long deliberation in family conclave they decided to move operations to the Gulf Coast and build a first-class fleet of diesel trawlers.

The Versaggis reaped a rich harvest. In 1938 came the great shrimp rush at Morgan City, Louisiana, and they were ready. Five-day trips then brought 100 barrel catches, and 50-barrel trips were considered only average. During that Golden Era the Versaggis set an all-time record of 109 barrels of jumbos in one trip out.

With the second World War the fleet continued to grow. The brothers modernized with equipment designed to help the boats ride out the stormy weather so frequent in Gulf waters. Extra fuel and water tanks were added to permit extended tracking of the shifting shrimp fields. It was around this time that the Texas boom really got under way, and by March of 1947 six Versaggi trawlers were operating from Brownsville, Texas.

The brothers themselves reflect in every way the spirit of initiative and achievement that informed their father. John, born in Sicily, came with his parents to America and, like the others, was educated here. He is married, has two daughters and one son, and has served in the Florida legislature. There he established himself as a far-sighted exponent of sea food conservation, and helped to introduce bills to control fishing seasons on different species of shrimp.

Virgil, born in Brooklyn, served with the Coast Guard in World War II and has one daughter. He has proved himself to be a leader by coordinating activities of Texan and Mexican shrimp dealers, as well as by other wise counsel. He was the first president of both the Shrimp Association of the Americas and the Brownsville Shrimp Association, has served as a director of both the National Fisheries Association and the Texas Shrimp Association.

Manuel, who heads the company operations at Tampa, Florida was born in Florida, attended New York University, and served with the Army during World War II. He has two boys and two girls.

Added together, the time put into the industry by these five leaders totals well over a hundred productive years. Nobody thinks of the Versaggis separately. They're a family, a business, an institution even—all in one. From such a united fishing front the shrimp may scamper, but shall not escape.

MANUEL JOHN JOE DOMINICK VIRGIL

---the brothers VERSAGGI

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New Radiomarine Small Boat Radar

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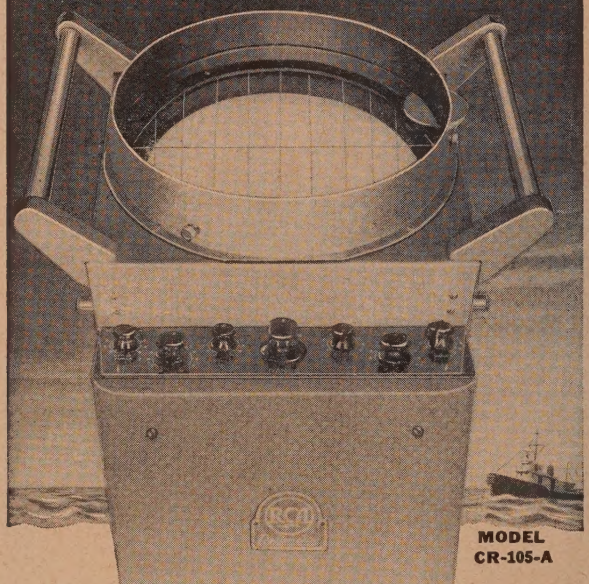

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ONAN Air-cooled plants
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Diesel-powered—5,000 watts A.C. (shown at right), 3,000-watt A.C. and 3,000-watt, 32-volt battery charger.

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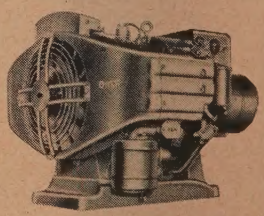
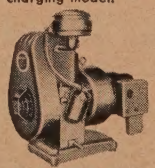
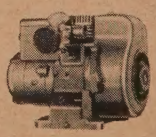




Model 3DSP, 3KW Diesel-powered



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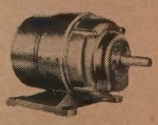

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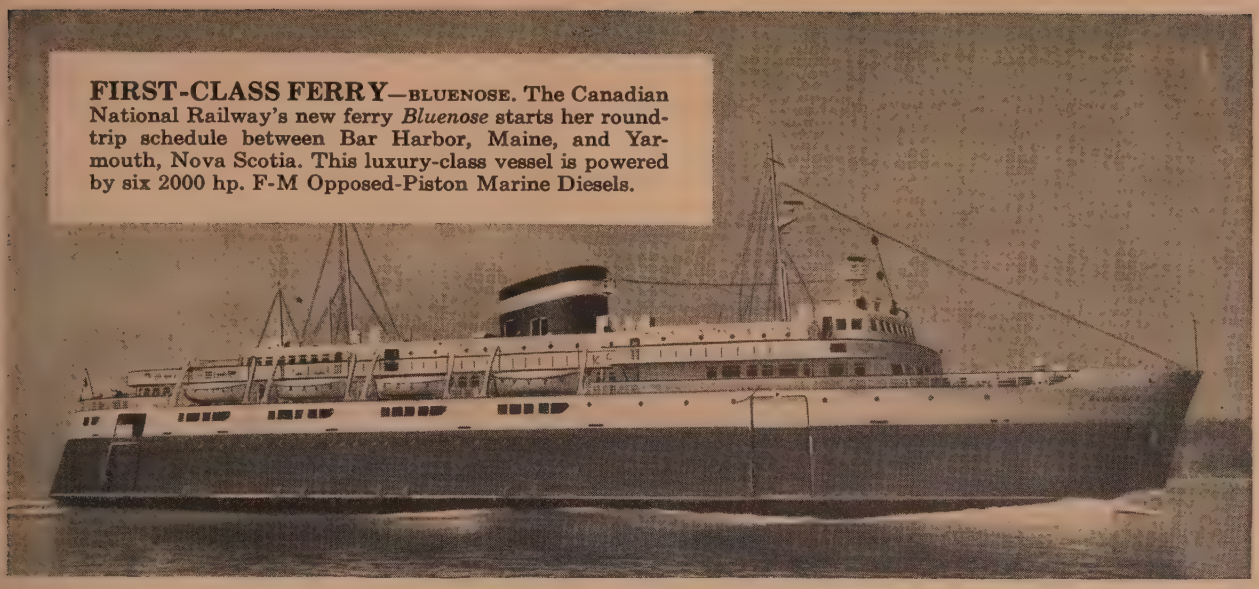


FIRST-CLASS FERRY—BLUENOSE. The Canadian National Railway's new ferry *Bluenose* starts her round-trip schedule between Bar Harbor, Maine, and Yarmouth, Nova Scotia. This luxury-class vessel is powered by six 2000 hp. F-M Opposed-Piston Marine Diesels.

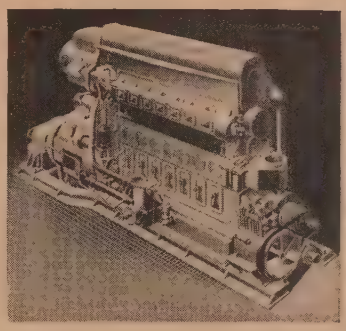
BOTH have Fairbanks-Morse O-P Power

Wherever dependable marine power is specified—in design or repowering of any vessel from a ferry to a trawler—you'll find a Fairbanks-Morse Marine Diesel Opposed-Piston Engine.

When the *Holy Family* was repowered, her 325 hp. engine was replaced with a 445 hp. Model 38F O-P. It increased her free speed 15%, trawling speed 50%. Being a shorter and lighter engine, the O-P allowed a 30% increase in fish-hold capacity. Fuel capacity was also increased, extending her steaming range.

Performance of the *Holy Family* since repowering with O-P has increased the owners' profits by 26%—the crew has received a 52% increase in share. In addition, there are the added safety and reliability of an engine that "hasn't cost a lost day."

What O-P Can Do for You—send for your copy of the complete "*Holy Family* Report" . . . and see how an O-P of 200 to 2400 hp. can make money for you. Fairbanks, Morse & Co., Chicago 5, Illinois, Dept. PAF-2.



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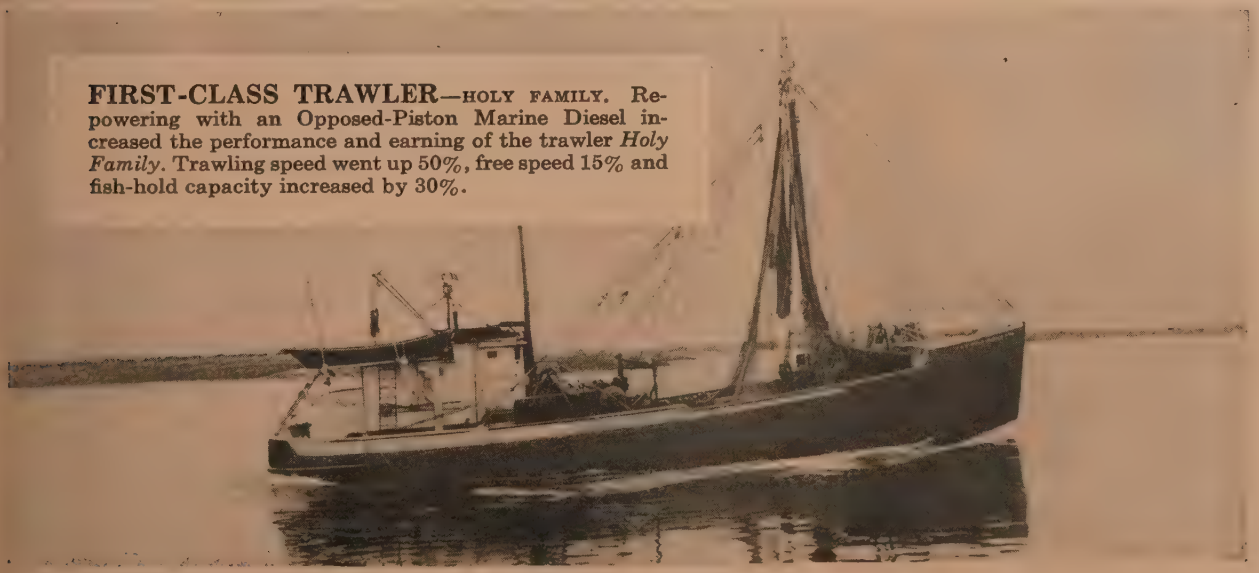

FIRST-CLASS TRAWLER—HOLY FAMILY. Repowering with an Opposed-Piston Marine Diesel increased the performance and earning of the trawler *Holy Family*. Trawling speed went up 50%, free speed 15% and fish-hold capacity increased by 30%.

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PACIFIC FISHERMAN FEBRUARY 1, 1957

Thou Shalt Not Net

Pacific forces seek to forbid Ocean gillnetting for salmon

● The three Pacific states moved in January to control ocean net fishing for salmon, as a conservation measure, and at the same time to protect their jurisdictional priority in international waters off their coasts.

An emergency meeting of the Pacific Marine Fisheries Commission in Portland January 21 approved legislative measures to be introduced in the Oregon and Washington legislatures to prohibit ocean fishing for salmon by means of nets of any kind by citizens of the states; and the bringing into the states by anyone of fish which had been so caught. California already had two measures aimed at the same end before its legislature.

If the degree of support which has been marshalled behind the proposed prohibition in the two Pacific Northwest states is a reasonable indicator of strength, passage of the identical bills is to be expected in Oregon and Washington.

Act, or Else

William C. Herrington, special assistant for fish and wildlife in the Department of State, visiting the Pacific Coast early in January to confer with groups representative of the industry in California, Oregon and Washington, indicated the Department felt it would be necessary for Congress to consider the matter if the states had not been able to take effective action by early April.

● Definitive state action was stimulated by a thinly-veiled federal ultimatum.

Obviously, failure of the states to deal with the problem on a basis satisfactory to the Federal government, and acceptable to Canada, might yet result in Federal action—something the states for years have sought to avoid.

U. S. Power Extension

● It is expected that Congress will be asked to take a hand in the matter in any case, although this will be limited to a specific problem if the states act effectively.

At present, ocean net fishing for salmon by American citizens is prohibited on the high seas contiguous to the coast of Alaska—which is the limit of the authority granted to the Secretary of the Interior by the enabling act of the International North Pacific Fisheries Treaty.

This does not, however, prevent such fishing off the coast of Canada. It is expected that the enabling act will be amended to extend the jurisdiction of the Secretary south to a seaward projection of the boundary between the United States and British Columbia.

The Approved Bill

● The identical measures submitted to the Pacific Northwest legislatures provide:

1. Prohibition of net fishing for salmon by any person in the ocean waters of the state.

2. Prohibition of net fishing for salmon by any citizen of the state in international waters abutting upon the state's territorial waters.

3. Prohibition of transport into the state of any salmon caught by nets in ocean waters.

4. Effectivation of the law only when Canada has a comparable prohibition in effect; when concurred in by Oregon and Washington; when California has legal limitations supporting and extending the prohibition.

The preamble of the bill declares it is impossible by any means short of complete prohibition to prevent ocean net fishing for salmon from negating effective conservation of salmon on a sustained yield basis; and to provide the escapement necessary to sustain the resource.

Canada Ready

● Canada apparently is able by simple regulation to prohibit ocean net fishing for salmon; and declares that it is prepared to do so as soon as the Pacific Northwest states are prepared to take similar action.

It is anticipated that Canada's prohibition will extend outward from a base line drawn from point to point

Pink Salmon Signing—T. Livingston Merchant, U. S. ambassador to Canada, signs the amendment to bring Pink salmon into the Fraser River Sockeye treaty. James Sinclair, Canadian minister of fisheries makes ready; and his deputy, George R. Clark, looks on. Mr. Clark is a chairman of the International North Pacific Fisheries Commission.

along the coast. This would not exclude net fishing in such waters as Barclay Sound; nor would it have the uncertainty of a regulation related to "territorial waters" when Canada has indicated the possibility that it may assert its jurisdiction to a distance of 12 miles from its coast for purposes of fisheries protection.

Who Wants It

● First insistence that ocean net fishing for salmon must be prevented if the resource was to be properly conserved came from the American section of the International North Pacific Fisheries Commission.

This position was supported by the International Pacific Salmon Fisheries Commission.

The U. S. Department of the Interior was first to apply preventive action, off Alaska.

Subsequently Canada declared its willingness to do likewise, when the rule was applied to waters off the Pacific states as well.

The conference which negotiated the Pink salmon protocol to amend the Sockeye treaty formally directed attention of the national governments of Canada and the United States to the necessity of controlling ocean net fishing for salmon in the interests of conservation.

The Washington legislature's interim fisheries committee approved prohibition of such net fishing.

Those Opposed

● Although some objection to prohibition of net fishing for salmon has been raised, at presstime there had been no concerted opposition from an organized group. Opposition generally stems from these sources:

1. Persons engaging or wishing to engage in ocean net fishing for salmon.

2. Those who believe it would be sounder and fairer to cope with the problem by means of control or prevention rather than by prohibition.

3. Southern California net fishermen who oppose prohibition against their form of gear on general principles, and particularly when there is no possibility of a net fishery for salmon in most of the waters of that state.

● Industry group with which Mr. Herrington of the State Department discussed the matter in the Pacific Northwest included:

William Terry, U. S. Fish and Wildlife Service; Edward W. Allen, International North Pacific Fisheries Commission; W. C. Arnold, S. M. Rosenberg, A. W. Brindle, William Calvert, Joseph Fribrock, Alaska Salmon Industry, Inc.;

John Plancich, Jack Repanich, Fishermen's Packing Corporation; Charles D. Alhadeff, Herald O'Neill, James Doran, Puget Sound Salmon Canners Association; Mark Edmunds, U. S. Fisheries Advisory Committee and Oregon fishermen; Robert Jones and Charles Phenicie, Pacific Marine Fisheries Commission; Milton James, Oregon Fish Commission; Jacob Knutsen and Harold Lokken, Fishing Vessel Owners Association; C. R. Nordahl, Deep Sea Fishermen's Union; Jerry Anderson, Reef Net Owners Association; Joseph Jurich, Local 3, Fisheries Division, ILWU; Bert Johnston, Fishermen's Cooperative Association; Floyd Wright, Columbia River Salmon & Tuna Packers Association; George Johansen, Alaska Fishermen's Union; Milo Moore, U. S. Senate Committee on Interstate and Foreign Commerce; Nick Mladinich and George Cuculich, Puget Sound Purse Seine Vessel Owners Association; Carl A. Nelson, Puget Sound Gillnetters Association; DeWitt Gilbert, *Pacific Fisherman.*

Geo. Alexander's Office Ends With His Retirement

Following the retirement of George Alexander as deputy minister of fisheries in British Columbia, the government abolished that office, although there will continue to be a supervisor of fisheries at Victoria.

No official reason was given by the government for this decision, but it was explained that it did not indicate any lack of recognition of the fisheries' importance to British Columbia. However, it was pointed out that since nearly all phases of fisheries administration are controlled by the federal government and independent commissions have been appointed to direct specific undertakings affecting the fishery resource, the scope of a separate provincial fisheries administration was severely limited.

In paying tribute to Mr. Alexander, the Fisheries Association stated: "Perhaps no man in the province has had a more diversified experience in the industry. . . During his years of service Mr. Alexander—he was "George" to everyone in the industry—has kept a watchful eye on the overall interests of the resource. . . . He had an ability to get along with everyone."

New Record Spurs Tuna Trade to Faster Pace

Star-Kist during January and February, on television, through newspaper and magazine advertising, sold tuna related with macaroni in a tuna casserole. The featured recipe is in four-color and reproduced, in color, cans of *Star-Kist* chunk and fancy tuna. The ad emphasized the "Flavor-Lok" process of Star-Kist.

Van Camp Sea Food Company for its pre-Lenten and Lenten promotion, February, March and April, through its Erwin Wasey & Co. agency, has a theme, "Shower of Values." Provided to grocers, on a nation-wide basis, are display cards showing mother-daughter pagoda-style umbrellas, available on submission of a certain number of *Chicken of the Sea* or *White Star* labels. The display card will feature chunk, light meat, fancy Albacore and fancy light meat cans.

Tuna Research Foundation, through J. Walter Thompson agency, will emphasize the Southern California tuna industry's Lenten promotion through a tie-in with macaroni and Carnation Milk. Two television shows will carry emphasis on tuna, as well as radio networks, and there will be four-color displays of recipes.

● Retail advertised prices of canned tuna in the Southern California market continued to vary considerably in name brands. One chunk, 6½ oz., was advertised for 23c and another 6½ oz. chunk was being sold on special advertising by Safeway at 29c. Solid light meat varied from 33c to 35c. This pack is in 7-oz. cans. Van Camp's grated was advertised in January in San Diego at five for 87c. Imported bonito flakes in January were offered in 6-oz. cans at 2 for 25c, described as "delicious tuna-like fish."

● Tuna production of the American industry for 1956 exceeded 11,000,000 cases, setting an all-time record. Production from Southern California alone was above 9.5 million cases.

California Fish Canners Association stated that the Southern California tuna industry's sales amount in 1956 to 10 million cases, or more than three cans for every person in the United States. The CFCA report indicated that sales had risen by 20% over 1955.

Ten years before, in 1946, sales totaled some 4 million cases.

Charles Carry, executive director of the California Fish Canners Association, commented: "Canned tuna is becoming more and more a staple on the American table. Its nutritional value, economy and diversified uses have made it one of our most popular modern foods."

Major packers in Southern California were promoting vigorously sales of their advertised brands of canned tuna as the year began. For example, *Breast-O'-Chicken* plans a nation-wide telecast of its tuna on "Maurice Chevalier's Paris." In a salute to its brokers, Westgate-California Tuna Packing Co. presented a closed-circuit premiere of the telecast.

Tuna Industry's Agenda For Spring Loaded Full

● With the certainty that the *Pacific Fisherman Yearbook* shortly will show the 1956 American tuna pack as the largest in history, and well above 11 million cases, the dominant California industry, which accounts for about 85% of American tuna canning, turned itself to an active first quarter of 1957.

Here are some of the items on the industry's agenda for early '57.

1. Federal Trade Commission hearing on its charges that industry practices are violations of the law is scheduled to be held in March, at a date unannounced at presstime.

2. Treasury Department orders to hold-up customs appraisal of frozen tuna imports continues in effect, leading to the presumption that the department soon will announce findings of its investigation of industry charges that such tuna is being sold in the United States at less than its cost of production in country of origin, and its damaging domestic producers.

3. Annual Tuna Cutting is scheduled for March. Usually held in December, it was postponed because of pressure of sardine operations on the technical personnel.

4. Decision on appeal of the adverse decision in the industry suit challenging the constitutionality of the reciprocal trade agreements legislation under which tariff concessions have been granted on canned tuna imports.

5. Legislative developments during the biennial session in Sacramento demand close attention on the part of the industry. Herbert C. Davis of the staff of the California Fish Canners Association is among those representing the fisheries in the state capital.

6. Campaign sponsored by the industry to protect the quality of canned tuna at every possible step in the production process is moving forward steadily, and geared to scientific and technological researches. John Rawlings, employed by the California Fish Canners Association, is studying the methods of handling fish at sea in a series of trips aboard the clipper *Paramount*.

Northwest Salmon Men Elect Joseph Fribrock

Joseph Fribrock, head of the Snug Harbor Packing Co., was elected president of the Northwest Salmon Canners Association at the annual meeting January 24. He succeeds Jack Brennan of Haines Packing Co., who has been president for two terms.

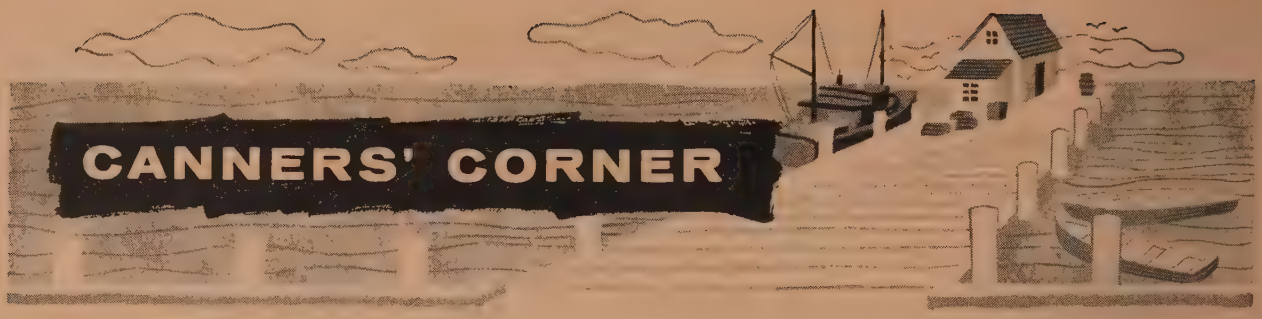
New vice president is Eric Bulmer of Ouzinkie Packing Co., with William Hingston of Washington Fish & Oyster Co. as secretary.

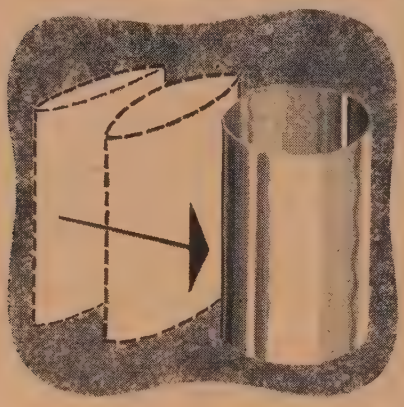
Trustees elected were: E. E. Murray, Alaska Pacific Salmon Co.; Henry Emard, Emard Packing Co.; Mr. Brennan; William Coyle of Annette Islands Canning Co.; Clarence Payne of Ketchikan Packing Co.; Charles Turner, Chignik Fisheries Co.; Harry Tallman, Seldovia Bay Packing Co.

"Chicken of the Sea" Originator Dies at 94

The man who originated the brand and slogan "Chicken of the Sea," property of the Van Camp Sea Food Co., died recently in Beverly Hills, Calif., at the age of 94. He was Dr. Gerrit Lansing Hogan, first president of the White Star Canning Co., still an element of the Van Camp organization.

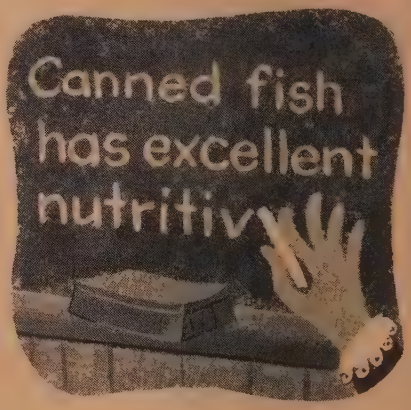
According to Walter Gillis, longtime Van Camp vice president and dean of the tuna industry, Dr. Hogan was engaged in salmon canning on the Klamath River before he participated in the organization of the White Star Canning Co., which later became a part of the Van Camp structure.





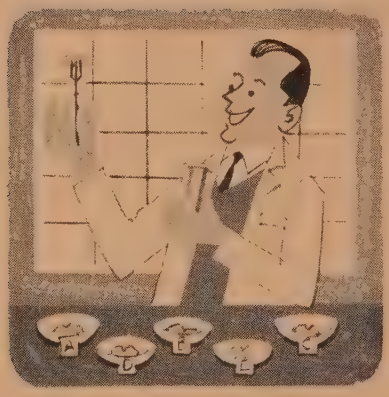
Q. Who developed the collapsed can?

A. Canco, of course—to make possible economical shipment of cans to Alaskan salmon canneries!



Q. What has Canco done to promote fish as a major food source?

A. Canco laboratories have publicized excellent nutritive values of canned mackerel, salmon, sardines in oil and in tomato sauce, shrimp, tuna, many others.



Q. Does American Can Company ever work with customers on special projects?

A. Frequently! For example, Canco helped to develop formulas for fish and clam chowders, oyster stew, fish cakes and other specialty products.

AMERICAN CAN COMPANY CANCO NEW YORK CHICAGO SAN FRANCISCO

Japan's Future in Tuna

Findings and Recommendations Of Official Analytical Group

● Future policy for Japan's tuna industry was reported upon—with recommendations—at the first of the year by the committee appointed by the government last summer to examine the industry critically from the standpoints of: 1, the resource and its conditions; 2, the tuna production and its problems; 3, distribution and its potential, domestically and export.

● Summarizing its findings, the committee reported:

Resource—While Japanese tuna research has advanced well, it has not yet been able to determine the causes of fluctuations in abundance, or to measure the tuna stock. Thus the utmost care should be exercised to detect trends of the population.

Production—Economic vigilance must be maintained in order to cope with the problems arising as result of increasing remoteness of operations, declining rate of catch and increasing costs.

Distribution—There is still room for expansion of the domestic market for tuna, but "any further expansion of the overseas market can only be expected in a slow manner."

Recommendations

● In the field of *scientific research* the analysts urged: study of tuna migration routes by means of tagging; concentration on the development of a means of age determination; development of a method for effective conservation on a sustained yield basis; study of the relationship between declining catch per unit of effort and the condition of the population.

Recommendations for *production* included: study of the international implications; transfer of control over small vessels to the prefectural authorities; no new licenses; building of more large vessels only when they replace those lost or retired; set a maximum size limit for tuna vessels; maintain factory ship operations; maintain present scope of foreign-based overseas operations affecting export to the United States, direct or indirect. Where U. S. trade is not affected, other projects might be developed "under proper guidance." Prefectural research vessels should not compete with commercial craft in marketing.

Particularly, "the government should fully investigate the international tendency and movement of fisheries and establish a policy with respect to such tendency." (Quotes indicate direct translation.)

Export Policy

● Recommendations with respect to *export distribution* of tuna were:

1. Limit export outlets to a "proper number"; and provided administrative means for prompt and effective control.
2. Stabilize raw fish price.
3. Re-examine the effectiveness of the law for control of industries engaged in packing marine products for export.
4. Provide means by which dealers may draw upon export sales funds for financing.
5. Institute a market study in the United States, with a stepped-up campaign for increased consumption in the United States of tuna of Japanese origin.
6. Develop campaigns looking to the same end in Europe, the Near East and Southeast Asia.

Domestic Distribution

● Expansion of the *domestic consumption* of tuna in Japan was proposed by the following recommendations:

1. Cultivation of an even, year-round supply of tuna to the domestic market.
2. Promote the consumption of Albacore by the Japanese people through cultivation of a taste for this species.
3. Development of a market for fish sausage based largely on tuna.
4. Improved statistical reports on consumption of tuna in the domestic trade.

Japan Catch Gains Despite Soviet Act

● Despite the handicap imposed on Japanese fishing operations by the 1956 action of Soviet Russia in establishing a zone of the high seas where fishing would be permitted only under license and to a quota, Japan —

1. Caught 11% more salmon than in 1955.
2. Produced a canned salmon pack which was 112.7% of that canned in 1955.

● This achievement under the crippling conditions imposed by the Soviet was made possible only by —

1. Intensified Japanese fishing effort in the waters between the Soviet zone and 175° West Longitude, bounding the waters from which Japan voluntarily abstains under the North Pacific Treaty with Canada and the United States.
2. Increase salmon fishing operations conducted from the home Islands of Japan, which were exceptionally productive because the run of salmon came much closer to the coast than is normally the case.

● This fishery from the home islands in 1956 produced 26,630,000 fish, 3.88 times as many as in 1955.

With this great gain, Japan's overall Pacific high seas salmon catch of 1956 was 78,696,050 fish, against 70,889,000 fish in 1955.

CCOFI Fishery Ratings:

Sardine Prospects Poor; Anchovies are Abundant; Mackerel on Scarce Side

● Strong up-swing in anchovies; but no bright signs for sardines—

This is the high-light of the annual report of the California Cooperative Ocean Fisheries Investigations, covering the period from April 1, 1955, to June 20, 1956.

This enterprise is directed by the California Marine Research Committee, composed of Julian G. Burnette, chairman; D. T. Saxby, vice chairman; Raymond Cannon, John Hawk, Joseph Mardesich, Arthur H. Mendoca, John V. Morris, W. E. Stewart and G. C. Van Camp, Sr.

Cooperating agencies in the CCOFI are:

California Academy of Sciences; California Department of Fish and Game; Stanford University, Hokins Marine Station; U. S. Fish and Wildlife Service, South Pacific Investigations; University of California, Scripps Institution of Oceanography.

Abstracting findings of the agencies for the period, the committee reports:

"Sardines — Spawned off Southern California again in 1956 and schools appeared off Port Hueneme late in June. None of the year-classes in the fishery approach the strength of the rapidly disappearing 1948 year-class, the last one comprising satisfactory numbers.

"Anchovy — The anchovy population off Southern California has probably doubled in numbers since 1951. The airplane spotting surveys in May and June located enormous concentrations of anchovies near shore. *The anchovy stock will probably remain at a high level of abundance for several years.* (Emphasis supplied.)

"Jack mackerel—The past five years have seen large Jack mackerel become one of the prized sport fishes of California. The catch was 40,000 fish in 1955. During this period it was learned that the Jack mackerel spawns extensively off the northwestern coast of the United States during August, eggs and larvae being found far out at sea.

"Pacific mackerel — The available Pacific mackerel population is at low level. Nearly half of some year-classes are caught before they are two years old. The available population in the 1950's is much smaller than in the 1930's and 1940's."

Spring Mackerel Price Set At $45 for Either Species

● Agreement on the price of mackerel, which fishery always gets involved during the sardine season, particularly on mixed loads, was reached by boat owners and canners early in January.

The sardine season ended officially February 1, and purse seiners and other net boats concentrated thereafter on mackerel. The sardines "flunked out" in the last dark, and San Pedro and Long Beach deliveries were less than half those of last year.

The price of sardines early in January was $55, less trucking charges to ports other than San Pedro. The price of mackerel became $42.50 early in January, for both Pacific and jack. Pacific previously brought $45. Anchovies remain at $25 a ton.

The new agreement takes into consideration a price differential on mackerel when canners do not specify what size or species of mackerel they can pack and when they do designate size and species.

San Pedro's fleet, in view of the shortage of sardines, has been relying more and more on mackerel and anchovies, some of which are used in pet food packs in Southern California. The net fleet needs this income from mackerel badly.

Charles Carry, executive director of the California Fish Canners Association, Terminal Island, states that 1956's increased mackerel catch comes at a time when there is a world shortage of sardines and that sales of canned mackerel have shown a marked increase. Carry says: "An abundant catch means a plentiful supply of high protein, economical mackerel for American consumers. This canned fish is one of our best food buys today."

Milo Bell Acting Director Of Washington Fisheries

Robert J. Schoettler, who had been Washington state director of fisheries since 1951, resigned the office effective January 16, when the Langlie administration was succeeded by that of Governor Albert D. Rosellini.

Milo Bell, technical coordinator of the department, was asked by the new governor to serve as acting director.

Mr. Schoettler simultaneously resigned as a member of the International Pacific Salmon Fisheries Commission, of which he was chairman; and as a member of the Pacific Marine Fisheries Commission. He is understood to be planning to engage in business.

Governor Rosellini to presstime had given no indication as to his choice as direct, and there was some reason to believe that he might defer action until after the legislative session.

Three men were most prominent mentioned as candidates for the directorship. They are:

Milo Moore, who was director from 1946 until 1949;

Chet King, Willapa Harbor legislator and chairman of the House Fisheries Committee;

Dick Kink, Bellingham fisherman and new member of the legislature.

Whoever is appointed director will succeed to the commissionerships vacated by Mr. Schoettler.

Calif. Canners Concerned Over Ground Subsidence

The Los Angeles Harbor Commission has received a notice from the California Fish Canners Association, representing seven Terminal Island fish canneries, that the canneries would hold the City of Los Angeles responsible if subsidence or other damage is caused by any oil drilling within Los Angeles harbor area.

A number of oil companies have applied for leases to drill within the harbor, but as of this date, no leases have been granted for drilling in tideland areas within the harbor.

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Only nylon netting gives all these cost-saving features. And you can depend on your reliable American net manufacturer to combine finest-quality Du Pont nylon with the most skilled workmanship.

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BETTER THINGS FOR BETTER LIVING . . . *THROUGH CHEMISTRY*

NYLON NETTING—easier to handle, wet or dry . . .
resists rot and mildew . . . more economical in the long run

• San Francisco Report

Wha' Hoppen in The Crab Trade?

• What's the matter with the Pacific Coast crab industry? Why are prices to fishermen and to producers down around rock bottom, although the consumer of the luxury item is prosperous, and the industry should be booming.

Pacific Fisherman assigned its Northern California editor to the task of finding out some of the answers. It all starts back in 1955 when Pacific Coast crab producers found a good market in the East for whole brine frozen crabs.

In 1955 some 40-50 cars, with about 20,000-lbs. of frozen crabs to the car moved East. This market was for jumbo crabs 2-lbs. and over. However, jumbo crabs account for only about 25% of the production, so Pacific Coast crab producers had to pick the meat from the 75% of the crabs left over.

There is no market on the East Coast or in the Middle West for Pacific Coast frozen crab meat, observers say. The reason that there is no market on the East Coast is that they have their own varieties of crab.

As the possibilities of whole brine-frozen crabs as a commodity on the East Coast became apparent, production began to come on the market from remote areas, such as Alaska, which had never been much of a factor in the crab market before. The brine frozen crab game went into high gear.

But early last year the market on the East Coast for brine frozen crabs folded up. Why, no one knows for sure, but some guess that some of the frozen crabs sold there had been plate frozen rather than brine frozen, and that the meat was dehydrated.

When the market for whole frozen crabs on the East Coast folded up it left a tremendous surplus of crabs and crab meat on the Pacific Coast. Crabs in the East which had sold for 30-40c per-lb. dropped to a low last summer and early fall of 19c per-lb. delivered.

• The Pacific Coast is the prime consumer of the crab meat which it produces, so prior to the beginning of the new crab season, Nov. 1, 1956, in San Francisco there were some 750,000-1,000,000-lbs. of frozen crab meat in processors' and distributors' hands on the Coast where it had to be consumed.

There was also about a like amount of brine frozen crabs on hand which were selling delivered at Los Angeles and San Francisco for 20-24c per lb. and in the East as low as 19c per lb. delivered.

When the season opened fishermen were getting 10c per lb. for live crabs, but this price sank to as low as 6c per lb., but later rose to 8c per lb.

The season opened at Eureka December 15, with no production because fishermen wanted 11c per lb. and processors couldn't see over 8c per lb.

Frozen crab meat sold off to as low as 50c per lb., delivered in San Francisco or Los Angeles, reflecting a loss of 45c per lb. on meat packed early in 1956, according to market observers.

A ray of hope shines through the gloom, however. Some primary factors have thawed the frozen crab meat they had on hand and canned it, some crab meat went into crab cakes and crab patties.

Stocks of carried-over crab meat are believed to have been erased by heroic measures. Some holders thawed the crab meat and had it canned. Others put it into crab cakes, sticks and patties. It was sound, but admittedly crab meat loses quality in flavor and texture after it has been frozen for a considerable period.

San Francisco's trade looked for gradually recovering strength and stability in the market as spring advances; and particularly after the necessity for outfitting for the salmon season diverts a lot of trolling boats from crab fishing.

At time of inquiry there were only about three and a half months left of the heavy crab producing season, and many crab meat packers and producers have discontinued packing crab meat.

They hope that by July the wholesale market on crab meat will be 70/75c per lb., with the old stock cleaned up.

Ironically, crab production could have been the best in history off the northern California coast for there have been no storms since the opening of the season, and the crabs moved in. Good fishing was enjoyed day after day, but on account of the depressed state of the crab meat market, buyers kept crab fishermen on limits, since production had to be held down.

• Seattle Report

Long Carryover--Fine Weather Good Fishing--Limited Market

• First-class, vacuum-packed frozen crab meat in 5-lb. cans bearing nationally-known labels was selling in Seattle at 55c per lb. as this issue of *PF* went to press.

Prices like that hadn't been quoted since The Depression, and may never be again.

That the market could fall so far so fast wouldn't have been believed by the most skeptical student a few months ago.

What caused it?

CRABS.

• Pacific crabs are peculiar critters. About the time you think they are all fished-out, they show up in quantities beyond belief. After a few lean years, up comes a bumper crop.

That was the case in 1955. Crab had been scarce for years on the Washington coast. More abundant further south, but the once-booming business at Westport, Wash., had dried-up and was ready to blow away —the crab business, that is. Salmon was a different story.

Then what happened in 1955? CRABS; until they glutted the market.

And what happened this year? MORE CRABS. Where? *Everywhere.* All along the coast.

Down went the prices. From 12c

to 10c, to 8c, even to 7c—to the fishermen, per pound, ocean run.

They used to think that $1 per lb. was about as low as crab meat ever could go in the rise and fall of prices with the come-and-go of supply and demand.

What happened this year? The price dropped past $1 so fast the market hardly had a chance to quote that figure; to 85c, to 75c, to 65c, to 60c, to 58c, to 55c. The slide was slowing, true; and a lot of fishermen were pulling their pots. (Doesn't pay to risk a $20 pot to catch 8c crabs, they say.)

And still the crabs came to market by the thousands of dozens. Lots of crabs.

What caused it? Nature. A couple of years favorable to survival of a couple of good spawnings, back about 1952 and 1953.

And no storms. Nature again. Mighty few real blows since crabbing started last November. Good fishing conditions, good fishing, good crabs —all that makes for weak markets, and that's just exactly what the crab trade has.

● Why don't they can the surplus crabs?

That's a good question, which deserves a fair answer.

Pacific crabs—"Dungeness" crabs to the trade—*Cancer magister* to the scientist—suffer under the handicap of being unfamiliar to the very, very large majority of Americans. Only in recent years, and not too consistently or successfully, have these crabs been sold—fresh, frozen or canned—east of the Rockie; and only to a negligible extent east of the Mississippi.

Why? Well, most Americans who know anything about crabs are thinking of the Blue Crab of the Atlantic coast — *Callinectes sapidus* — whose meat is white, and the whiter the better.

The Pacific or Dungeness crab meat has natural brown and purplish coloration on the legs, and particularly at the joints. In many U.S. markets they draw a color line against the Pacific crab, canned or frozen.

Now in *canned* crab, Americans have come to like pure white meat, marked with bright red—as nearly like lobster as possible. The Japanese King crab is the article which most closely compares with lobster—and at a lower price. It is the form of canned crab most esteemed by Americans—despite the fact that most people who eat with their palates instead of with their eyes think that canned Dungeness crab is a superior article.

That may be true, but you can't convince Boston or New York—the two best canned crab markets in the country—of the fact. One of the leading Pacific crab canners tried for years to do it, but now the company puts its prize label on King crab and sells its Pacific crab meat in frozen form.

● Last year — 1956 — the Japanese canned 542,000 cases of *King* crab; plus half again as much of other grades. Most of the King crab at least will be sold in the United States. It's worth, on the average, more than $30 per case; but call it $30. That's more than $16,000,000. Suppose the United States only takes two-thirds of it; that's above $10,000,000 — which is about as much as Americans can be expected to spend for canned crab in one year.

That's the best reason why Pacific Coast operators aren't canning more of the cheap crab coming to port this spring.

Bright Prospects Abound In John Buchanan's View

● "While no doubt we will encounter the usual series of problems this year, the fishing industry in British Columbia should continue to provide a good livelihood for those actively engaged in it," says John M. Buchanan, chairman of the board, B. C. Packers, Ltd., and chairman of the Fisheries Association of British Columbia.

Reviewing conditions in the industry, Mr. Buchanan expressed gratitude with the progress being made in bringing Pink salmon under international control.

"The long-term outlook of the industry is for steady growth with yearly fluctuations due to the cyclical nature of the salmon fishery," said Mr. Buchanan, "but I feel confident that the salmon pack in 1957 will be substantially greater than last year and should more nearly correspond to the 1953 cycle which produced 1,825,267 cases for an approximate present day value of $45,000,000. This should be a good Sockeye year on the Fraser and a good Pink year in all southern areas.

"The halibut take has been increasing over the years due to the conservation program of the International Halibut Commission and we anticipate the catch will again equal the seasonal quotas allowed.

"In 1956, the Canadian and U. S. catch in the North Pacific was 67,000,000 lbs. of which Canada took 25,678,000 lbs.

"The marketing of B. C. fisheries products should continue to offer no real difficulties providing our cost structure will make it possible for these products to be offered to the consumer at reasonable prices.

"The products of our fishery have achieved broad acceptance but they must compete with other food products.

"While the Canadian market will remain the most important to the fishing industry, the United Kingdom will continue to be the most important export outlet for B. C. canned salmon. We trust their monetary difficulties will not interfere with this trade in 1957.

"The U. S. market is most important to us in the selling of our fresh and frozen products and herring meal and will no doubt continue to be so in 1957. An effort by U. S. producers to increase the tariff on groundfish fillets imported from Canada was defeated when President Eisenhower vetoed their proposal in the interest of maintaining international trade in the free world.

"Shortages in 1956 resulted in extremely high prices being paid for the raw products and these will have to be adjusted in relation to anticipated markets and volume of pack in 1957.

"Great strides have been made by fisheries scientists both in techniques for developing the fisheries and for preserving the products. This year will see further application of such notable achievements as the use of antibiotics and chilled sea water in the preservation of fish. Work will also continue on the improvement of spawning grounds."

Average Pre-Slide Run To Skeena Forecast

There is prospect of a very good run of four-year-old Sockeye, and a poor run of five-year-olds, to the Skeena River this year to provide a total stock at least as large as average runs of the period preceding the Babine slide.

This is the considered opinion of the committee on management for the Skeena River salmon fisheries, composed of A. J. Whitmore, chief supervisor of fisheries for Western Canada, and Dr. A. H. Needler, director of the Pacific Biological Station.

The 1957 four-year-olds will be mainly the progeny of the good 1953 escapement to Babine Lake. The five-year-olds will be mainly the progeny of the 1952 slide-blocked Babine escapement.

Dangers in Disunity

United States and Canada Have Identical Interests in International Law of the Sea

By
GEORGE JOHANSEN

● The International Law Commission has given considerable time and study to the problem of offshore fisheries and has advanced a number of proposals dealing with this issue. The proposals would eventually establish an international law for fishing, to which all nations would adhere. Any nation would have the right to fish up to the legal territorial limit provided for by the coastal state involved. Such nations that participated in the coastal fisheries of another nation would have certain responsibilities in regard to conservation. In case of disputes, such are to be settled by arbitration.

In the opinion of the Alaska Fishermen's Union, the proposals do not protect American fishery resources. We can see considerable difficulties in obtaining the kind of cooperation we need in order to have effective conservation, and in case of arbitration, there would be cases for discussion of vital interest to the united States at times when the U. S. was not even represented on the Arbitration Board.

To further complicate an already difficult situation, Canada has recently taken the lead in proposing a 12-mile territorial limit. This is particularly unfortunate for several reasons: The United States has always taken pride in the good relationship which has existed between our two nations. We have pointed with pride to the various treaties now in effect between us. It has been our contention in the past and is our position now that fishery problems can best be solved by individual agreements between nations. This is so, because both the cost and the necessity of conservation are more fully realized. Also, the individual take of fish for each country can be determined more accurately. Altogether, these treaties between the United States and Canada have been an outstanding success in the solution of fishery matters, and have provided a better way for the handling of fishery resources, than have the proposals from the International Law Commission.

In order to have some protection under the present International Law Commission proposal, the United States has insisted on having the abstention principle inserted in those proposals. The abstention principle would preserve the rights of coastal states which have sacrificed in the past to make conservation effective and fruitful in the future. The Alaska Fishermen's Union was surprised and somewhat disappointed by the action of Canada, because to our knowledge this was the first time our two nations did not work together on international fishery matters, nor was the United States consulted by Canada prior to their making the proposal on the 12-mile limit.

If the proposal goes through in its present form, Canada, as well as the United States, must suffer the consequences because it is very unlikely that any considerations will be given to the abstention principle in the face of a universal 12-mile territorial limit.

This could also lead to a disruption of the friendly relationship we have had in the past, and possible that attempts of retaliatory measures would be taken.

We believe that the best interests of Canada and the United States require further discussions and a meeting of minds so that we will take joint action for the benefit of both nations at the World Conference which has been called by the United Nations and will be held early in 1958 for the purpose of final action on this matter.

We further believe that the common sense and good judgment which our two nations have displayed in the past will reassert itself in the future, and that we will proceed together on a basis of mutual understanding to protect the fishing industry which is so important to both our countries.

Mr. Johansen is secretary-treasurer of the Alaska Fishermen's Union, LIU 1821, AFL-CIO, and is a member of the Advisory Committee to the American Section of the International North Pacific Fisheries Commission.

$3.6 Million in New Funds Granted For Fish Research

● More muscle for fishery research—$3.595 million of it—was assigned to a variety of projects in January by Secretary of the Interior Seaton. Further, there was another $3 million on hand, left over from previous Saltonstall Fund allocations—and that's where all the money comes from—a portion of the import duties paid on foreign fishery products entering the United States.

Largest single scientific project is a three-year study on tuna, to which $630,000 is assigned. This research, in the area of the principal American tuna fishery, will study the "fronts" which form and move in the sea under influences of varying currents, temperatures and salinities—and their effect upon the occurrence, density and availability of tuna and the forage fish upon which they subsist. It will study these bait fishes as well as tuna, and will seek to lay a basis for forecasting tuna availability and abundance.

Alaska salmon research gets $389,600 of the new allotments, largely for further studies of measuring escapements and predicting returns, migration routes, and Pink salmon mortality in the fresh water phase.

Alaska herring research gets $84,000 additional, and $130,000 will go to sustain the recently-initiated studies of the Alaska King crab resource. Federal biological research on North Pacific ocean fisheries received $90,000 under the new allotments.

● Increased funds for the non-scientific work included $453,300 for exploratory fishing and gear research; $386,700 for technological studies; $50,500 for fishery statistics; economic studies, market development and education, $404,000; market news service, $101,000.

Among the specific items of technological research is an additional fund of $50,000 for extending tuna quality studies to the processing stages.

PACIFIC FISHERMAN'S NEWS
FEBRUARY 1957

$270 Yellowfin Tuna Price Clears Seiners for Sea

● Delay in clearing tuna seiners for 1957 operation appeared to terminate as result of acceptance January 18 of $270 and $230 per ton as the price to be paid members of the Fishermen's Cooperative Association for Yellowfin and Skipjack.

Van Camp Sea Food Co. on that date announced acceptance which cleared about 25 tuna seiners for sea.

Tuna bait boats are operating under arrangements which do not expire until April. They get the $270 price for Yellowfin. Periods of unloading of bait boats were varying widely from 40 days down to "regular" unloading. Regulations on sailings of clippers also were varying, with lay-ups reported to range from 20 to 80 days.

The first week of January recorded three bait boats unloaded at San Pedro, and two purse seiners; at San Diego, 3 bait boats. Southern California tuna landings, from the domestic fleet, for this period were below that for 1956, but only by a small amount: 1,409 tons compared to 1,846.

The Albacore schools off Baja California were active to the point where 16 tons were delivered to San Diego and San Pedro during the first days of January.

The tuna fleet of California set a new record for production in 1956, about 1,000 tons over that for 1955. However, prices fell way below previous years. The American Tunaboat Association reported the clipper fleet was the smallest out of San Diego since 1947.

Several federal loans for re-financing and/or repairs of Southern California vessels were being processed, but no announcement had yet been made, as to the names of the vessels or owners.

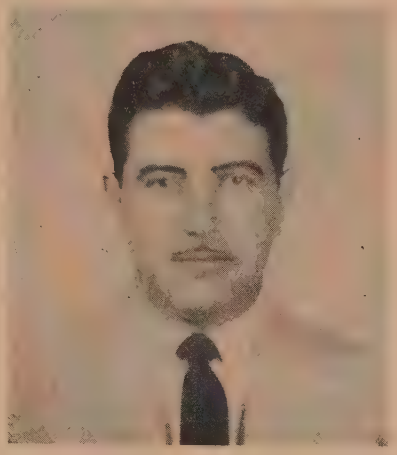
Halibut Fleet Aiming To Consolidate Gains

Program of the Pacific halibut fleet —Canadian and American together— this spring appears to seek means of securing and consolidating the favorable situation which prevailed last season.

How? Well, there's definite resistance to proposals for early opening of the season. Again, there is a lot of talk for a 10-day stay-in-port between trips, further to stretch the period of production. That an effective "holiday" of this length will be operative is doubted by some of the best informed. (Note that word "effective"; it's important in seeing the picture clearly.)

A stay of that length might well be accompanied by a flock of credits and exceptions which would in fact largely offset the lay-up. On the other hand, the 7-day lay of last season really meant about 4 days effective stay-in-port, because it takes a boat about three days normally for her turn-around.

Further tinkering with the seasons does not seem to have substantial support from the fleet as a whole.



Capt. Joe Madruga, master of the tuna clipper Paramount, is the 1957 president of the American Tunaboat Association, San Diego.

Joe Madruga Skippers A. T. A. on 1957 Cruise

Joe Madruga is the 1957 president of the American Tuna Boat Association of San Diego. He is well qualified for the job, since he has been fishing for 20 years. He has been captain of the *Paramount* for ten years, and previously was skipper of the first *Paramount,* lost during World War II in a typhoon at Okinawa.

Captain Madruga served four years in the Navy in the South Pacific as Chief Boatswain. He was born in Gloucester, Mass., and his parents moved to California when he was 7 years old. His wife, Adeline, is the daughter of Joe Rogers, pioneer tuna fisherman and managing owner of several tunaboats out of San Diego. Mr. and Mrs. Madruga have five sons— almost enough to provide a complete crew for a tuna clipper!

Shellfish Unions Switch

Southeast Alaska shellfish workers' unions at Petersburg and Wrangell were reported by AFL-CIO union officials to have swung to that affiliation from their former ILWU connection.

Workers involved are those at the Kayler-Dahl Fish Co. and Alaskan Glacier Seafood Co., Petersburg; and the Reliance Shrimp Co. and Harbor Sea Foods, Wrangell.

Special Net Built

James R. Townsend, San Francisco fishery consultant, is back after a trip to Japan for Wilbur-Ellis Co. where he supervised the construction of a quantity of synthetic netting for the menhaden fisheries on the Gulf Coast.

The netting is manufactured by Momoi Fish Net Mfg. Co., Ako, Japan, and it is distributed in the United States by Wilbur-Ellis Co.

Fishermen Are Indicted

Two Wrangell, Alaska, purse seiners were arrested recently on indictments growing out of the disappearance last summer of Charles Rudmann, a FAWS stream guard at Port Houghton.

Bert C. McCay, master of the seiner *Bluefin,* was charged with interfering with a federal officer. John McCullough, master of the *Marcel,* was charged with bribery.

"We've found T5X reduces engine wear"

Henry Catoera, owner, Brazos Fisheries, Port Isabel, Texas

"We first tried T5X Motor Oil in one of our boats in 1954. The results were so good that we now use T5X in seven boats, variously powered with Superior and GMC diesels.

"Since using T5X we've never had cleaner or better-running engines... they just don't sludge or carbon up with T5X in the crankcase.

"We've found, too, that T5X reduces engine wear. Before switching to T5X, replacing crankshafts when we overhauled was a fairly common occurrence, but with our engines on T5X this never seems to be necessary."

Like Henry Catoera, fishermen on every coast are switching to T5X for these same reasons. No motor oil does the job of T5X in marine diesels. Start using T5X this season and you'll agree that it's *the finest.*

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"Silver Bounty" Launched For Canadian Operators

First of three fishing vessels financed through the Prince Rupert Cooperative Credit Union, the 72' combination fishing vessel *Silver Bounty* was launched at the North Shore Yard, Vancouver, B. C., recently for John Johnson and Tom Pallant.

The vessel will carry a 300-hp. diesel and will be equipped to fish for salmon, halibut and herring.

Morgan to Ponce

Harold Morgan Jr., who with his father and brother, is associated in the operation of the tuna clipper, *Chicken of the Sea*, has been given an assignment by Van Camp Sea Food Company Inc. for the company's operations at National Packing Company, Ponce, Puerto Rico, a plant recently acquired by the packers of Chicken of the Sea.

The plant was formerly operated by the South Pacific Canning Company of Long Beach.

Early-Bird Petrales Load Estevan Deep Prospectors

● Record catches of petrale sole were taken from the Estevan Deep west of Vancouver Island during January when the Puget Sound drag fleet found the fish congregated there more than a month earlier than usual.

Under action sponsored by the Pacific Marine Fisheries Commission, trawling for petrale is closed from Feb. 1 to April 15—save for a 6,000-lb. tolerance per trip—in order to protect the spawning population which has been found to gather in the "deeps" off the coast, notable Estevan.

That protective season was timed too late to benefit the fish this season, for prospecting draggers found the deep loaded with them. Heavy catches were landed in January by *Paul L, Sunbeam, Western Flyer, Thoreen, Paragon* and *Coolidge II.*

The *Paul L.* and *Sunbeam* discharged trips at Bellingham which ran close to 100,000 lbs. of petrale.

● An interesting aspect of this Estevan fishing was the appearance of a number of tags in the January catches. Some of these tags had been put on the fish in the same grounds early in 1954. Each year since then some of these tags have been recovered from Estevan, plainly indicating to the biologists that certain petrale races return to this deep to spawn in the early weeks of the year.

This establishes on a factual basis the "homing" of petrale to spawning deeps in the sea. By the end of April spawning will be completed and the deeps virtually abandoned by this species.

Capt. Jacob Knutsen Heads Vessel Owners

Captain Jacob Knutsen was elected president of the Fishing Vessel Owners Association at the annual meeting of the organization held in Seattle.

Others elected were Captain Harold Hansen, vice president: Captain Arvid Svendsen, secretary, and Captain Berner Remmen, Captain Sig Hegge, Captain Ole Jostol, Captain Rangvald Selset, Captain Ralph Ekrom, trustees.

H. E. Lokken continues as manager.

Reef Net Operators Elect Lintz President

An almost entirely new slate of officers was elected to guide the Washington Reef Net Owners Association at the group's annual meeting held in Bellingham in January. The only officer re-elected was Jerry Anderson, executive secretary.

Newly elected president of the association is Bruce Lintz of Lummi Island, who replaces Paul Gerard and who, in turn, was elected to a position on the board of trustees. Bud VanHorn of Bellingham was elected vice president and Willis Wright was elected to replace Earle Jewell as treasurer, a place he had held since the formation of the association in 1953.

The retiring president, Paul Gerard, was presented with a beautiful watch in appreciation of the work that he has done for the association. Other retiring officers were also presented with gifts from the group.

Following the meeting a banquet was held, with the main speaker Milo Bell of the State Department of Fisheries, speaking on the threat of dams to the fishing industry.

Canadian Fishermen Told Of Increasing Competition

Canadian fishermen on the Pacific and Atlantic coasts are facing intensified competition for fish stocks as result of the expansion of international fleets, George R. Clark, Canada's deputy minister of fisheries, told the Fisheries Research Board at its recent meeting in Ottawa.

Mr. Clark, who represents Canada on several international commissions related to the fisheries, said the growing competition was coming not only from expansion and modernization of fishing fleets already operating off Canada's coast but also from the likely entry of other nationals into these prolific fishing grounds.

"If Canadian fishermen are to be able to compete for their share of the catch", said Mr. Clark, "it is imperative that they keep up with modern development in vessels and gear, and in this development the Research Board can play a vital part."

Mr. Clark commended the work of the scientific personnel at Canada's fisheries research stations and said they had won a world-wide reputation. He expressed his thanks to four members of the board whose term expired this year, including Dr. W. A. Clemens, Vancouver, and K. F. Harding, Prince Rupert, who represented British Columbia.

Release of Small Fish Goal Of New Trawl Specifications

● Escape of under-sized trawl fish, unmarketable because of smallness, but potentially valuable because they might be of fillet size another year, is the aim behind the new specs for trawl nets which legally may land fish in Washington during 1957.

The revised rules provide that the last 75 meshes of a trawl net may not be less than 4½" stretched measure between knots. This applies to the cod end *as fished,* and makes no allowance for shrinking or the effect of tarring.

Moreover, the body and wings of the net may be of any size mesh larger than 3".

If you are fishing a *double-mesh cod* end the meshes must be 5" stretched measure and must be tied mesh-for-mesh along the rib lines.

An exception to these specs is provided in the case of ocean perch gear, but this requires an *ocean perch permit.*

If you have such a permit, and use your net only on perch, you may fish a cod end of any mesh greater than 3" stretched measure between knots.

To get such a permit, a trawler must have taken at least 20% of perch in his catch the last period he held such a permit; or has not previously held one.

It should be understood that the new specifications do not prohibit cod ends of larger than 4½" mesh; nor this minimum mesh for more than 75 meshes.

Old nets with mesh greater than 3" may be used by providing them with new cod ends of 4½" mesh or greater.

Veteran "Joseph George" Crabber Is Modernized

Wanda S. is a veteran Willapa Harbor crab and troll boat, newly modernized this spring after extensive work at the Louderback boat shop, South Bend; but for all the new work she retains her distinctive lines, for the *Wanda S.* is a "Joseph George" model, and that means grace and beauty as well as seaworthiness.

Joseph George was an old-time Indian boat builder on Willapa Harbor, and from his shop came some of the earliest trollers in Southwestern Washington. They were double-enders with comparatively low freeboard and a sweeping sheer which gave the hull a grace that marked a Joseph George boat until she was hull-down at sea. These vessels also often carried their fish in a hold amidships, rather than aft; and often had living quarters in a forecastle and pilothouse and controls in a separate structure well aft.

This winter Ward Spooner, who owns *Wanda S.,* had her pilot house and trunk cabin rebuilt and new steering gear and gurdy drive installed. The *Wanda S.* is powered with a Universal marine motor.

New Willapa Crabber

A trim 30' crab boat joined the Willapa Harbor pot-fishing fleet this winter when Nels Moe of Bay Center took his new *Jean Ann* to sea. With the assistance of his son Norman, he built the hull at Bay Center and then towed it to South Bend for completion at the Louderback boat shop. The craft has beam of 9½' and draws 4'. Power is a Chrysler Crown with take-offs to drive the crab pot gurdy. The hull is heavily sheathed on the starboard after quarter as protection from the crab pots in hauling operations.

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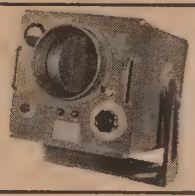

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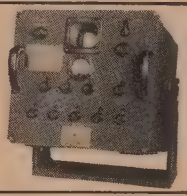

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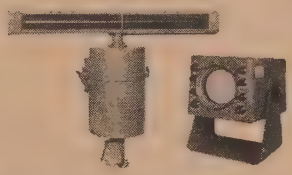

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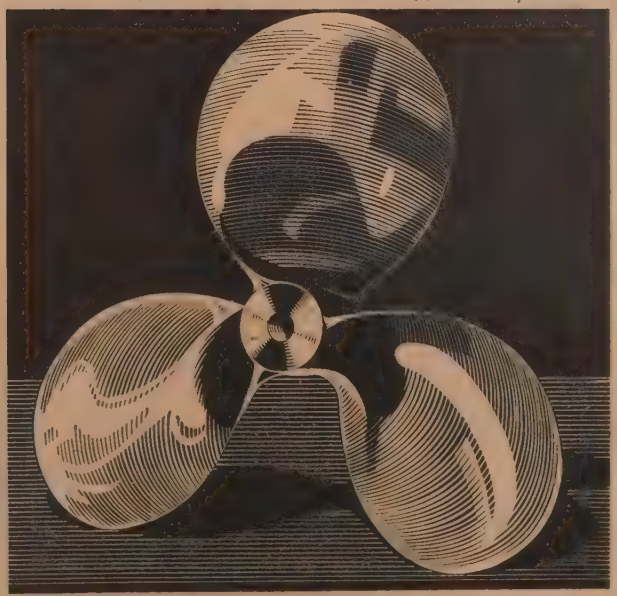

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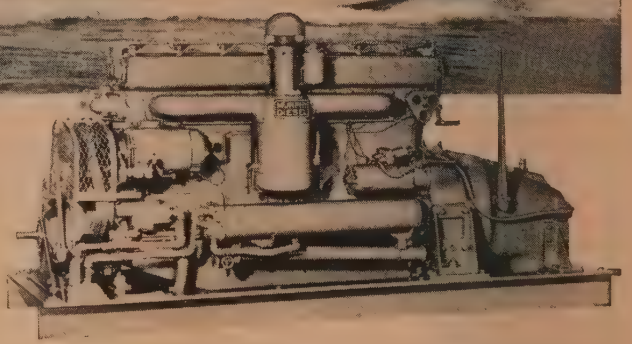

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Monthly digest of present-day pioneering methods and equipment in world fisheries.

By PETRALE

Fish Oils Prove Superior For Insecticide Purposes

● In a recent meeting of the Gulf and Caribean Fisheries Institute, a promising development was revealed in the use of fish oils in the industrial and pharmaceutical fields. A. W. Anderson, Chief of the Branch of Commercial Fisheries, Fish and Wildlife Service, said that: "At present over 40% of our fish catch is used for non-edible purposes—mostly fish meals and oils". The speaker pointed out that this did not preclude the possibility that more valuable pharmaceutical or industrial products could be derived from fish. These products might have such value as to create an industrial technology based on fish. These possibilities are not as extreme as they may appear. Mr. Anderson said research sponsored by Saltonstall-Kennedy Funds has indicated a unique value of fish oils. Modified fish oils used as fungicides are said to be 32 times more effective on citrus trees than presently used fungicides and insecticides. If fish oil base fungicides were widely used more fish oil than is currently produced would be needed for this demand alone. The fish oils were also reported extremely effective in controlling nematodes in the roots of citrus trees. The use could create an additional demand.

In generalizing on per capita consumption of fish, the speaker said, "While it is impossible to weigh accurately the probable gains or losses in the consumption of fish for edible purposes in the next 20 years it appears that any change either way probably will not be very significant. That is, unless the industry takes the fullest advantage of its opportunity to exploit to the utmost the variety and nutritive value of fish, and to present consumers with a product whose quality is unsurpassed. Should this occur, fish consumption could increase considerably."

Surface Feeding Perch Help Tagging Biologists

Fish and Wildlife biologists at Woods Hole Laboratory located in Massachuetts report the first successful tagging of Ocean Perch (Atlantic). Due to a strange occurrence of deep-sea ocean perch near the surface at Eastport, Me., biologists were able to successfully tag considerable numbers of this species with plastic discs inserted on the cheekbones. A total of 317 fish were tagged in this manner during the first venture.

Atlantic ocean perch are normally found at depths from 40 to 200 fathoms and are usually bloated when brought to the surface as a result of the extreme pressure change. The fish therefore are unable to decend back to the ocean depths.

Biologists have in the past considered many techniques for tagging fish which bloat when brought to the surface such as tagging these species at their normal depth by use of detachable hooks. Before attempting this method on ocean perch, the biologists investigated rumors that the ocean perch occurred at the surface near Eastport, Maine. A survey of this area revealed hundreds of ocean perch feeding at the surface on small pelagic-type shrimp. The investigators captured the fish with hook and line and after tagging they were reported to be in excellent conditions.

The scientists feel they have excellent chance to obtain returns and will continue the work until thousands of fish are tagged. The successful tagging of this species is an important step in understanding the growth, migration and habits and mortality rates of this species. The Pacific ocean perch exploited by trawlers along the West Coast also inhabits deep-water (80-200 fa.) and like problems front biologists involved in studying this species.

Surface Temperature Effects English Sole Population

A recent article written by K. S. Ketchen and published in the Journal of the Fisheries Research Board of Canada reports sea surface temperatures strongly influence the fluctuations in the strength of English Sole year-classes or recruitment of the adult stock. The fluctuations are said to be inversely related to surface water temperatures existing during the period of the life cycle when the young are pelagic. Explanation of this relationship is based on evidence that the young flatfish are carried by a northward current from the spawning grounds, somewhere in Southern Hecate Strait, to a nursery area lying along the northeastern shore of Queen Charlotte Islands. From laboratory experiments it was shown that small changes in temperature result in marked changes in the rate of development of the English sole embryos. Hence in years of cold-surface-water temperature, these young are carried for a longer period of time by the northward currents and greater numbers of young reach the nursery grounds.

Franko Leaves "Cobb"

Donald Powell, chief of the Exploratory Fishing Section, U. S. Fish and Wildlife Service, announced that Jose' Franko, skipper of the Services research vessel *John N. Cobb* resigned his position on January 18, 1957. During the time spent as skipper of the *Cobb* the vessel was active in offshore salmon and albacore work, shrimp surveys, and exploratory trawling. Powell said that Capt. Sheldon Johnson, former Master of the vessel was returning to the Service and will skipper the *Cobb*. It is tentatively planned that the *Cobb* will leave for mid-water trawl studies sometime in February.

Mid-Water Trawl Improvements Effective

The mid-water trawl developed in British Columbia for the herring fishery can be towed at higher speed and catch faster-moving fish, and is most effective at night, according to investigations carried on recently by the industry and the Fisheries Research Board of Canada.

The trawl net is built almost entirely of nylon twine and rope instead of cotton, which reduces resistance of the net in the water without losing too much strength. The otter boards employed to spread the mouth of the net are of a new design and suspended in a manner not previously used.

Several catches of ten to 35 tons of herring have been made in 15 to 20 minute tows at depths of 15 to 35 fathoms, according to Dr. A. W. H. Needler, director of the Pacific Biological Station at Nanaimo. During later experiments with daylight tows, catches ranging from five to 15 tons were made in tows of about 30 minutes' duration on schools at depths of 30 to 35 fathoms below normal fishing range of the purse seine.

The larger catches were made with an improved trawl with shorter body section, less netting, improved hanging of the netting and hydroplane elevators on the wings, these modifications permitting more water to pass through the forward section of the trawl.

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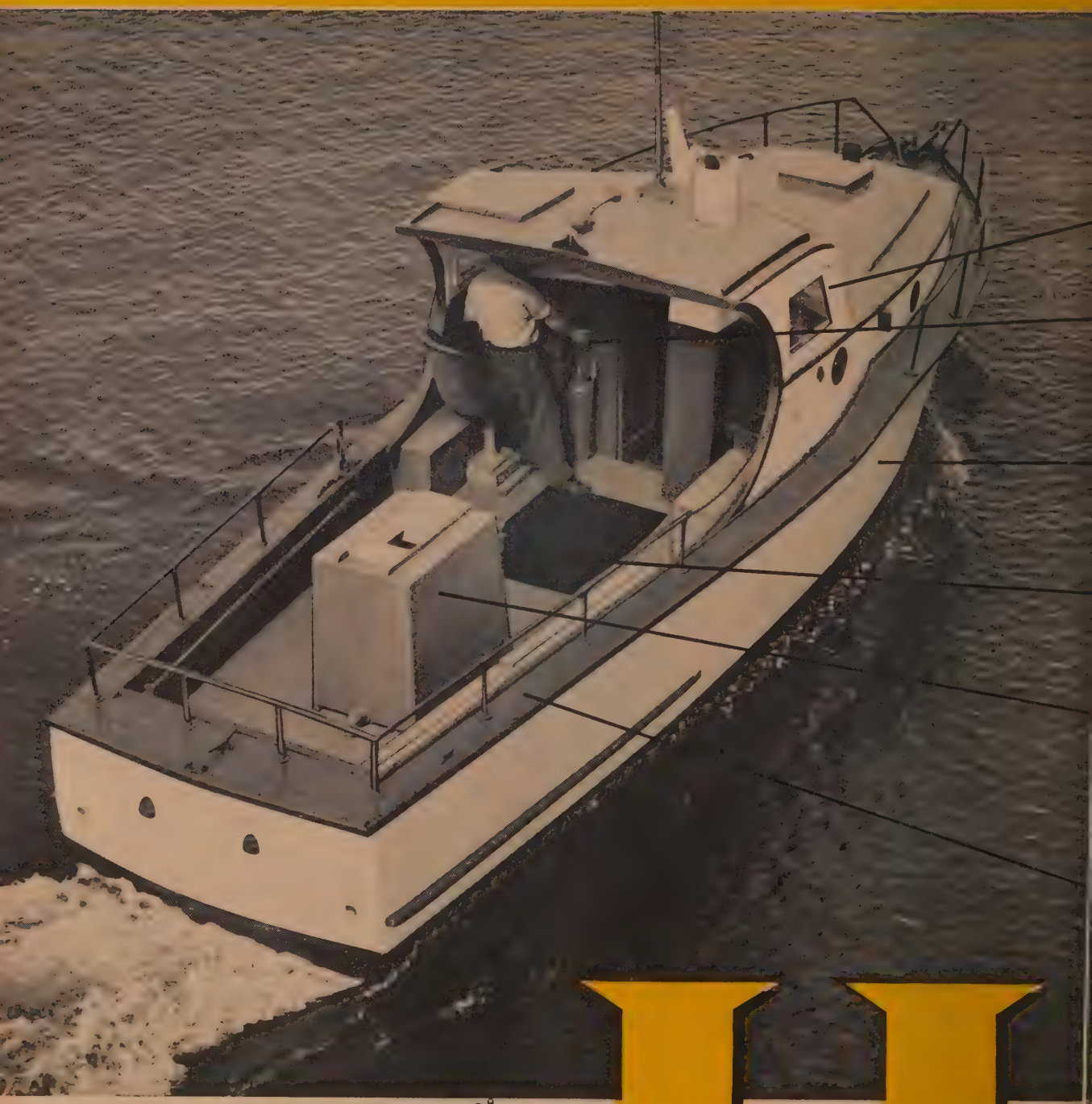

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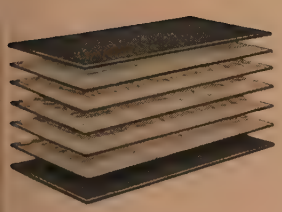

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John Zankich Skippers Fishermen's Cooperative

John Zankich of San Pedro, operator of the *Western Monarch,* and formerly skipper of the *Vittoria,* has been chosen president of the Fishermen's Cooperative Association, purse seiners' organization, for 1957.

He will work with Mason Case, manager of the group, and with Tony Barcott, 1957 vice president; Tony Pisano, secretary; and Joe Califono, treasurer.

The board of directors for 1957, who chose the officers, include: John Evich, Andrew Tipich, John Resich, Orfeo Kostrecich, George Fukuzaki, Matt Karmelich, Andrew Kuljis, Tony DiLeva, Bill Horner, Frank Foretich, and Andrew Rafkin.

John Zankich, operator of the Western Monarch, is the new president of the Fishermen's Cooperative Association, San Pedro.

SAN PEDRO SEINE SETS

• *STEVE KULJIS,* who as a fisherman had lived in San Pedro for more than 40 years, died in Long Beach at the age of 63. . . . *Arch Ekdale,* attorney of San Pedro, long associated with the fishing industry, has been elected president of the San Pedro Community Hospital board of directors. . . . *Arthur W. Ross,* in the wholesale fish business of San Pedro, is vice president. . . . *Joseph J. Bogdanovich Jr.* is a new member of the board of directors. . . . *Anton Kuljis,* 58, retired fisherman, died recently at his home.

MONTGOMERY PHISTER, vice president of Van Camp Sea Food Company, is the new chairman of the Citizens Traffic and Transportation Committee of the Extended Los Angeles area. . . . *Ray Mitchell,* who founded the Marine Hardware Company in 1903, San Pedro, has been installed as commander of the J. Franklin Bell Camp of the United Spanish War Veterans. Mr. Mitchell is the only surviving *charter* member of the organization, formed some 40 years ago. . . . promotion on the 1957 Fishermen's Fiesta . . . effort will be made to secure sponsors for the decoration of the fishing boats for the Fishermen's Fiesta Parade. . . . Peter Buchan, who was the father of *Charlie Buchan,* Van Camp Sea Food Co., died Christmas Eve at the San Pedro hospital . . . he was born in Scotland, as was Charles, and had a long association with the fishing industry. . . . San Pedro harbor deliveries of tuna again out-distanced those of San Diego in tonnage for December. . . . California Fish and Game report that the anchovy population is increasing in Southern California, despite continued fishing effort.

• *JOHN DAY* of National Marine Terminal, San Diego, which serves as managing owner for a fleet of tuna clippers, at last report was in Peru, to serve there for the Terminal. . . . His place in San Diego was taken over by Hugh Maxwell. . . . George Dew and family, say NMT, are returning

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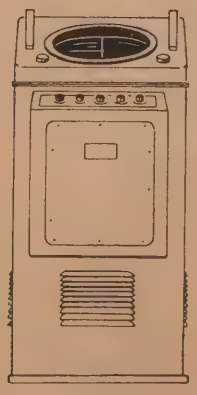

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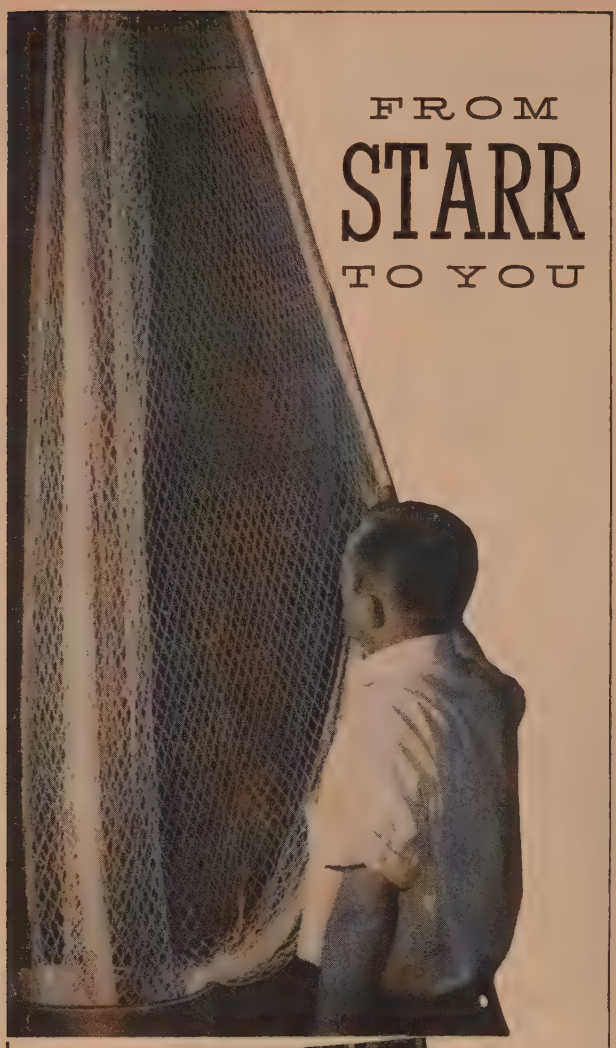

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home from Paita. . . . *Spicewood*, which has been reported transferred to Japan, recently received a new tail shaft at National Steel. . . . Don Hayes' *Broadbill* has received a sonar direction finder. . . . Three loran sets have gone aboard boats in San Diego. . . . Don Gallagher's *Fineta* . . . *Poggy*, Hank Endley . . . *Leewella*, James Barbour. . . . San Diego's operations of the U. S. Coast Guard report that it has made in 1956 580 flights to aid fishermen and seamen in distress . . . Raytheon "Fathometers" are now working on the *Viking*, *Crusader* and the *Mayflower*.

JOSEPH MADRUGA, skipper of the *Paramount*, is the new president of the American Tunaboat Association. He is married to the daughter of Joe Rogers, who has long been actively a leader in the tuna boat fleet. . . . the lower California Fisheries Association held its annual dinner January 12 at the El Cortez . . . Bob Sabins, tuna fisherman of San Diego, has developed a system of using magnesium anodes to be installed on hulls and in brine wells to protect against corrosion. . . . The *Westpoint* is one of the vessels so equipped. . . . The *Valiant* has been re-activated by California Marine Curing & Packing Co. of Terminal Island. . . . *Sea Boy* has a new 6-100 GM diesel-generator unit, supplied by the Crofton Company. . . . John Rawlings, who has been working with quality of refrigerated tuna, and has made several trips on the *Paramount*, has submitted his material for laboratory work and shoreside analysis . . . he was engaged by the California Fish Canners Association. . . . Edward De Rosa will skipper the *United States*, eighth National Steel tuna clipper to be launched in the past two years.

Bill Would Guarantee Minimum Trip Share

Assemblyman Vince Thomas, Democrat from San Pedro, has introduced a bill in the current session of the California legislature which would provide that if a fisherman sails with the fleet and fails to make enough, on a share basis, to earn the equivalent of a $33 weekly unemployment compensation, the state will make-up the difference.

Two Scarce "Montereys" Have New Masters

Two "Montereys" in Moss Landing have new owners. These small boats particularly suited for Monterey bay and the area around San Francisco are becoming scarce. Shipbuilders who turned them out in the 20's and 30's have long since gone out of business and none have been built since.

Alex Skinner and Milton Isakson of Seaside purchased the *Billy Lynn* from William Vogel; and Michael Ruda of Avila sold his *Four Roses* to Howard Anderson of Santa Cruz.

John Marinkovich Heads ILWU Fish Union

John Marinkovich was elected president of the San Pedro ILWU fishermen's union in January. John Tudor is new vice president, and John J. Royal has taken the place of Anthony Sokolich, who did not run for re-election, as secretary-treasurer. Business agent is Mel Kolumbic.

Currently being heard by the National Labor Board, as of early January, were charges by the two fishermen's union of San Pedro of unfair labor practices. Involved in the action is a group of boat owners, and *Pacific Fisherman* reported the original court hearing when the boat owners asked for an injunction against picketing by the ILWU fishermen's union. The boat owners, about 14 of them, claimed that the AFL fishermen's union was to supply crews for their boats, and not the ILWU.

Results of the current hearings will go to Washington, and the NLRB later will make a decision on the basis of testimony. There appear to be three charges of "unfair labor practices" now on file.

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"Elma N" Wins High-Liner Prize on Siuslaw

Fourth annual fish delivery contest at Florence, Ore., was won by Konrad Helmerson of Astoria with his troller *Elma N.* The prize is awarded to the largest season delivery of Chinook and Silver salmon and Albacore tuna to the Siuslaw River.

This year all three top delivery prizes went to boats out of Astoria, Oregon. The $100 first prize went to A. Konrad Helmerson's 8,920 lbs.; $60 second prize to Walter Oja, of the boat *Mosquito*, 8,736 lbs; $40 third prize to H. Hendrickson of the boat *Evelyn H.*, 8,481 lbs. Additional prizes of $25 each went to: Eric Lundberg of the boat *Our Own*, Winchester Bay, for the largest dressed Silver salmon, at 15½ lbs.; and Walter Fossek of the boat *Otter* of Florence for the largest dressed Chinook salmon, at 38 lbs.

Fighting Crew Saves Burning Trawler

The well known trawler *Lincoln*, owned and operated by Consolidated Fisheries, Inc., San Francisco, caught fire off Bolinas a few miles north of the Golden Gate last month in a dense fog.

Unable to radio for help due to the fact that the radio was burned out, the crew, led by skipper Roy Early, valiantly fought the flames, and managed to get them out after several hours. Skipper Early burned his hands during the battle with the flames. *Lincoln's* plight was noticed by a party fishing boat which radioed the Coast Guard for help. The CG came out and towed the *Lincoln* to port. Decision as to repairs has not been made yet.

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Trawlers Re-Hire Kulgis

Nick Kulgis continued in the management of the Fishermen's Marketing Association of Washington as February opened despite earlier announcement that the officers of the association had replaced him with D. L. Alverson, biologists of the Washington Department of Fisheries specializing in trawl fish studies.

Before actually entering into the position of association manager, Mr. Alverson decided to remain with the state department and not to forsake biology for association work.

Directors of the trawlers group then re-engaged Mr. Kulgis, who has held the position for a number of years.

Calif. Boats Readied for Action

The Shore Line Diesel Maintenance, Fishermen's Wharf, San Francisco, contributed to the welfare of three California boats recently. The *Ellie II*, owned by Fred Cefalu, Morrow Bay, was repowered with a rebult GM 4-71 diesel engine; Billie Mays, San Francisco, had the GM 6-71 diesel on his troller Belle *Dixie* completely overhauled; and a Bendix depth recorder was installed by Frank Pasquinucci, Sausalito Boat Works, on his combination boat *Madeline*.

A.F.U. Is Organizing Seattle Trawl Crews

Organizational re-alignment of personnel in the otter trawl fleet fishing out of Puget Sound is forecast by an organizational campaign under way by the Alaska Fishermen's Union among the crewmen of the Sound draggers. Although at presstime no definite announcement had been made, it appeared that A.F.U. was attracting many of the draggers.

Hitherto the crewmen have been affiliated with the Fishermen's Marketing Association and its predecessor Otter Trawlers Union, which was disbanded as result of federal rulings against the membership of boat owners in a fishermen's union.

Totem is a 43' troller owned by Ralph Mortensen of Gig Harbor, Wash. Mr. Mortenson took the Totem out after just painting her from keel to truck with W. P. Fuller Co.'s Aqua-Lux Marine paint.

* * *

Joseph C. Tarantino, Bell Smoked Fish Co., San Francisco, has been appointed to the San Francisco Board of Permits and Appeals.

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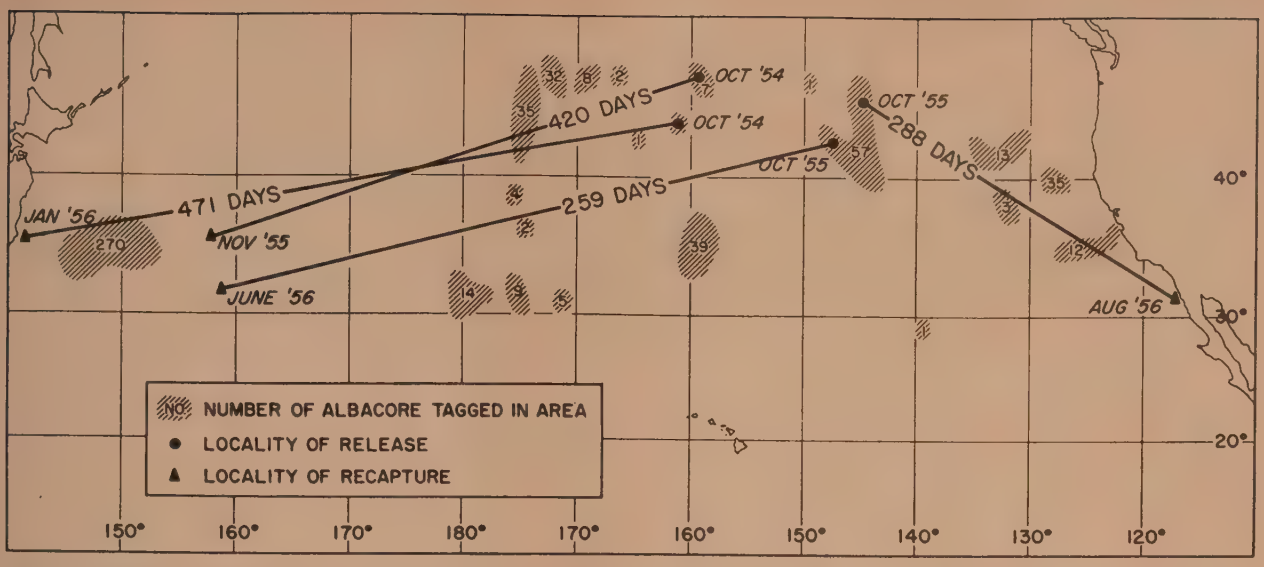


Albacore tagging locations of the Pacific Oceanic Fishery Investigations studies, showing numbers of fish tagged, recovery points and number of days between tagging and recapture.

TAGGING ALBACORE

On a Japanese Bait Boat

By
W. G. Van Campen and Garth I. Murphy

● During the past 2 or 3 years several Albacore tagged by American researchers off the California coast or in the mid-Pacific north of Hawaii have been recaptured by Japanese fishing boats operating east of the Japanese islands. These tag recoveries have given valuable hints as to the migration pattern of this important species in the North Pacific, and American agencies are continuing such tagging on a considerable scale. It has been generally felt by the people engaged in this program that tagging tuna on the American side of the ocean alone could at best give only half the picture of *Albacore* migration, so it was for the purpose of interesting the Japanese in carrying on a similar tagging program on their western Pacific fishing grounds that the project described below was undertaken.

After preliminary arrangements had been made from Honolulu, the authors traveled to Japan in May, 1956. Through the Research Section of the Japanese Fisheries Agency, we were put in touch with Director Ichiro Nomoto of the Mie Prefecture Fisheries Experiment Station, who agreed to let us attempt to tag pole-and-line-caught Albacore aboard the Prefecture's "fisheries guidance vessel" *Jini Maru*. Two cruises were made between May 28 and June 21, and 270 Albacore were tagged with the California Type G plastic "spaghetti" tag.

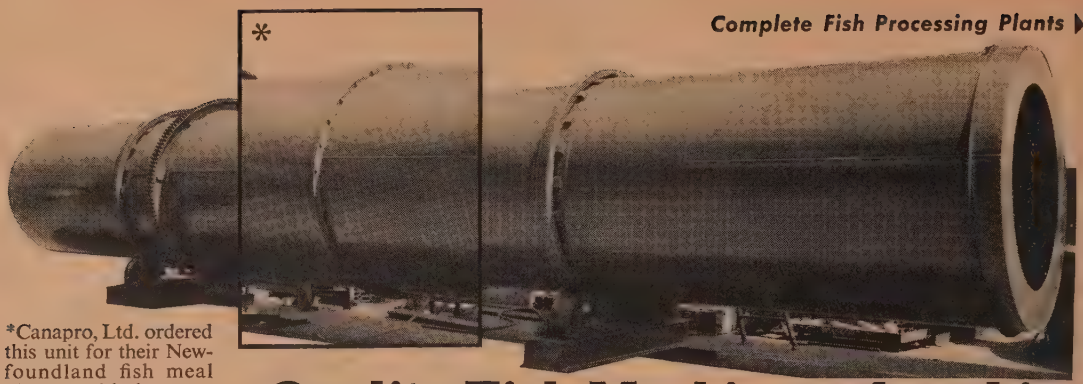
We boarded the *Jini Maru* at Shimizu, a port in Shizuoka Prefecture about 100 miles southwest of Tokyo, after a brief conference at which the ship's officers heard and approved the proposed tagging plans. The ship had come in the day before from an unsuccessful Skipjack fishing trip off southern Japan and was to sail that evening, and perhaps the desire of all hands to make the best use of their brief shore leave had something to do with the celerity with which agreement was reached and the conference brought to a successful close.

Fisheries guidance ships like the *Jini Maru* are operated by all of the prefectures of Japan which have any sizeable commercial tuna fleet, and by some which have not. Detailed reports of all of their operations are published, but their primary function is making money for the prefecture's general fund. The main assurances that we were called upon to give were that the tagging would be done in such a way as not to interfere with the business of catching tuna, and that all Albacore thrown over the side would be paid for at or above the going market price.

Mr. Van Campen and Mr. Murphy are members of the staff of the Pacific Oceanic Fishery Investigations, where the former is Japanese translator and Mr. Murphy is assistant director.

Boat and Bait

● The ship sailed from Shimizu about 7 o'clock in the evening, and with an overnight run to the baiting ground ahead of us, we addressed ourselves to the challenging task of settling comfortably into our assigned quarters. The *Jini Maru*, a very typical example of a class of live-bait boats built in Japan after the war, is 106 feet long, 196.5 tons gross, and carries, during the pole-and-line season, a crew of 55 men. We were given one broad plank bunk in a room already occupied by the two young observers regularly assigned to the ship and were allowed to divide any space we



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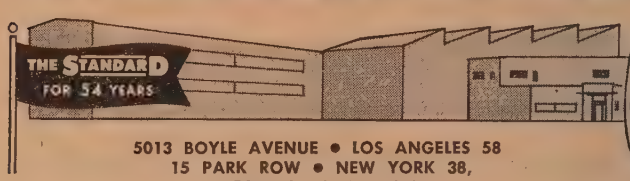

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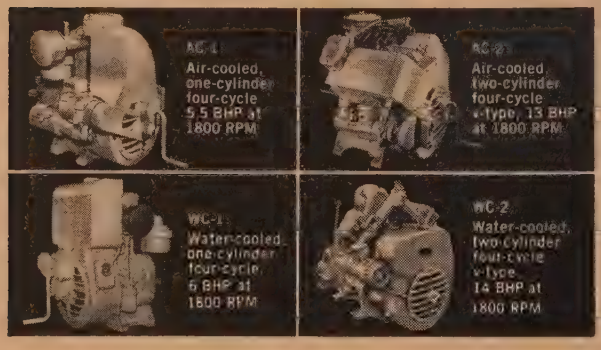
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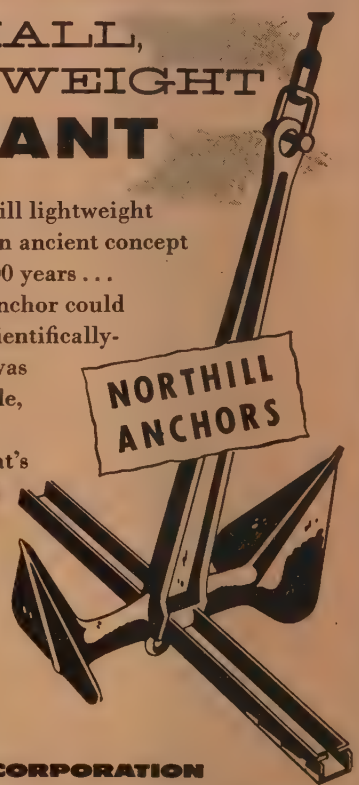

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could find to suit our convenience. We soon found that there was not enough room between the bulkheads to stretch out out in nor enough space overhead to sit up on the bunk. The nearby galley was a narrow cubbyhole, almost filled by a large range with two great pots set in its top, and presided over by two cheerful, hard-working refugees from intermediate school. All meals were eaten on deck, there being no other practicable space in which to serve them.

Having been built when materials and money were scarce, the *Jini Maru* is, even by Japanese standards, a crudely finished boat, but she has all the essentials of stability, seaworthiness, and reliability needed for her work. Built of steel, with the long overhanging bow typical of Japanese live-bait boats, she gets 9 knots out of a 5-cylinder, 430-hp. diesel, carries up to 400 buckets of bait in her 4 bait wells, and can load about 100 tons of fish. She carries 40 tons of block ice which is crushed with hand tools as needed to cool the ice water in which the catch is held. There is a 15-hp. ammonia sytsem with coils in all fish and ice holds; it is used on longlining cruises to slow down ice loss.

Like commercial boats of her type, the *Jini Maru* livebait fishes for Skipjack from April to September, beginning the season sometimes as far south as Formosa and ending up off northeastern Japan as far north as 45°N. In May and June three to five trips are made with Albacore as the main objective, but even then Skipjack are fished whenever found. After the Skipjack season about half the crew (the older men) leave the ship, longlines and a linehauler are put aboard, and the winter is spent in tuna longlining in Indonesian waters to the tropical Pacific. During the live-bait Skipjack and Albacore season catches are usually landed at major fishing ports such as Shimizu or Yaizu, where canneries, freezers, and Skipjack drying plants are concentrated, and the catches from longlining trips are often sold at the port of Misaki, near the great fresh-fish markets of the Tokyo metropolitan area. As the live-bait fishery moves northward during the summer, the vessel shifts its base and baiting grounds up the coast to locations convenient to the current fishing grounds.

An overnight run from Shimizu up the coast brought the *Jini Maru* off the baiting ground of Hota on the western shore of Tokyo Bay at dawn. Here between 15 and 20 bait-holders, called *kowari,* were anchored offshore in such depths that a tuna boat could come alongside them. These holding nets are suspended from demountable octagonal frames of timber, about 16 feet in diameter, and hold up to 200 buckets of bait.

Live sardines being transferred from a bait-holding net to the bait wells. The fish are bought in "buckets" as the unit of measurement.

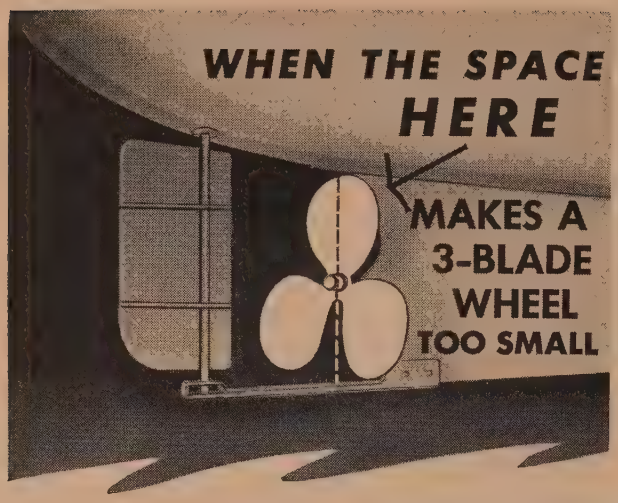
The bait dealer soon came out from shore, accompanied by one of three buyers exclusively occupied with traveling about Japan arranging the purchase of bait for this boat. The *Jini Maru* was laid alongside a *kowari,* a crowder was passed through the net to concentrate the bait at the ship's side, and the bait was transferred to the wells bucket-brigade style. In all 318 buckets of 4- to 6-inch sardines were taken aboard from 3 *kowari* in less than an hour. The contents of one bucket were estimated at about 15 pounds of fish, and the price paid was 1,000 yen ($2.75) per bucket. The price varies from about $2.00 to $6.50, depending on the scarcity of bait, and it was said that the contents of a bucket tend to lighten up considerably in periods of scarcity.

Scouting Process

● At about 300 miles offshore, on 35°N. latitude, when the ship reached potential albacore waters, the regular routine of pole-and-line tuna fishing set in. All hands crawled out of their bunks about 4:00 a.m., donned their heavy black-rubber working gear, and took a quick breakfast of *miso* soup and rice. Right after breakfast ready supplies of bait were put in the three small live-boxes located forward, amidships, and aft on the port side, and lookouts were posted, five on the foremast and two on the main. The oldest of the older fishermen took up station on the stern handy to the two trolling lines; the rest of the senior contingent crowded the flying bridge, where a pair of 25X binoculars was mounted; the first-class younger fisherman took up wet but proud positions at their fishing station on the bowsprit; the three baitmen, who were very old indeed, stood by their bait boxes, and the green hands assigned to amidships fishing positions made themselves comfortable on the boat-deck and contributed very little to the operation which the Japanese call *tekisui* or "searching for suitable water." The two observers were on the bridge, dipping up samples of sea water for temperature measurements at least every 15 minutes. Thus manned, the *Jini Maru* worked eastward with so many pairs of eyes scanning the ocean that there seemed little chance for a stray sardine, let alone a tuna school, to escape our vigilance.

Meanwhile in the radio shack the operator searched the air for intelligence of good catches. The *Jini Maru's* operator contacted about 60 ships every day, which he claimed was somewhat lower than the average for a regular commercial tunaboat. We were told that there were numerous groups of boats, usually all from the same locality, which reported in code in an effort to keep down the competition for any schools that they might discover, and after seeing the congestion on the fishing grounds we could sympathize with this attitude. It appeared, however, that for the most part these attempts at secrecy were not very successful.

Although it was said, and apparently with considerable truth, that Albacore on these grounds surfaced mostly in the early morning and late afternoon, intensive scouting was usually carried on from dawn to dusk. Occasionally, in bright weather, a short break would be taken around midday. At night, if the fishing had been good in the evening, the ship would be hove to until sunup, but after an unsuccessful day



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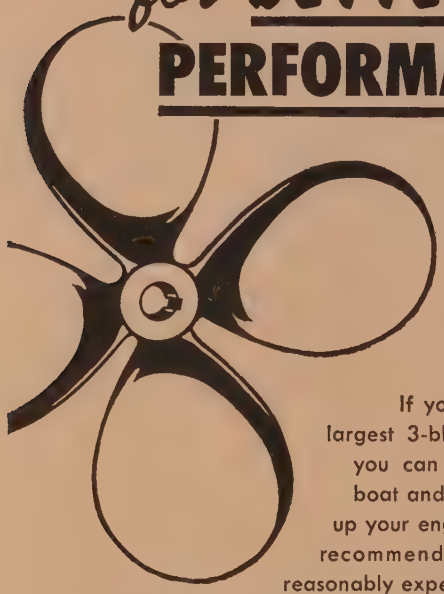

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Japanese live-bait fishing vessel on the baiting ground in Tokyo Bay. **Jini Maru**, whose operations are described in this article is of similar character.

most of the night would be spent in running toward the scene of the latest good catches reported by radio.

Fishing Operations

● In this fishery schools are spotted mostly by the accompanying birds, although drift logs are sometimes also good indicators of fish. We watched the successful fishing of a mixed school of Skipjack and 30- to 40-pound Bigeye which was keeping close company with a huge basking shark, and also the generally unproductive fishing of several schools of small Skipjack which though unaccompanied by birds had revealed their presence by the "boiling" at the surface caused by their feeding. Dolphin were also fished enthusiastically, for by custom the money they bring all goes to the crew's share.

When a bird flock was sighted, the *Jini Maru* would head into it, the baitmen tossing out sardines one at a time while all hands strained their eyes for the sight of the first fish breaking water. When fish were seen close by, the engine was stopped and attention shifted to the trolling lines. These were armed with rubber squid lures and weighted with small lead sinkers which took them down as the ship slowed. Usually not until there was a strike on the trolling lines did the fishermen get out on the sponson and the spray system begin shooting water out from closely-spaced bamboo nozzles all along the port side and around the stern and the bowsprit.

The Albacore fished on the two trips were of very uniform size, running 18 to 22 pounds. They were fished with two-pole rigs, and of course no attempt was made to wing them, as is the custom when fishing Skipjack. While fishing was going on, the cook-boys carried buckets of bait through the hail of crashing Albacore from the bait well to the baitmen's live-boxes. Fishing was done only on the port side, except at the bow and stern. Squids made of cow horn were the overwhelming favorites for Albacore fishing. When the fish ceased biting on the squids, the boys would deliver supplies of bait to the fishermen in small pails and an attempt would be made to keep the school biting on bait hooks.

Tagging Technique

● The two tagging teams, each made up of one of the American observers and his Japanese counterpart, tagged Albacore at top speed from the time the first fish hit the deck until the school stopped biting. The tagger knelt on the deck, where his partner, having found a specimen that was neither too obviously injured nor too obsterperous, would jam the Albacore's head between the tagger's thighs. The plastic tube tag was quickly thrust through the back of the fish just behind the second dorsal fin with a hollow steel needle, the ends were knotted together securely and trimmed close to the knot with scissors, and then the knot was pulled under the skin and into the tissues of the fish. The roving member of the team then heaved the fish over the side and grabbed another one. The work had to be done as rapidly as possible because of the fast pace and short duration of the fishing, the small proportion of the fish that were suitable for tagging after having been flipped onto the deck, and the generally short survival time of tuna out of the water. In many cases the Albacore seemed to be stunned and lay quiet for about half a minute after capture, but woe to the tagger who was slow with his needle

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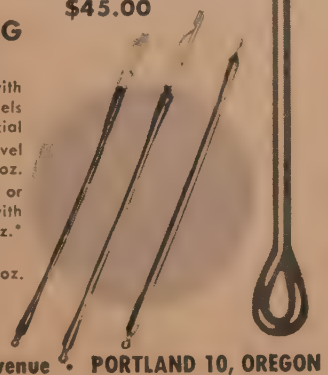

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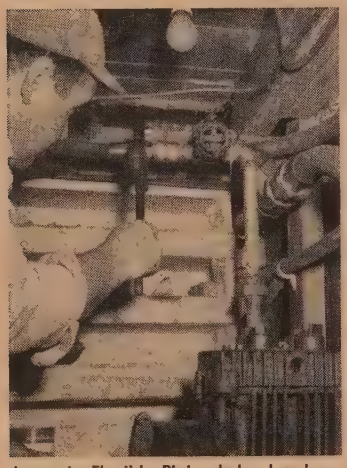

Aeroquip Flexible Piping helped reduce installation time when a new diesel engine was installed in the *New Bedford*. Using Aeroquip, it took only minutes for Chief Engineer J. Giffin to assemble and install this engine fuel line.

REPORTS J. GIFFIN, CHIEF ENGINEER ON FISHING BOAT *NEW BEDFORD*

Since March, 1956, Aeroquip Hose Lines have been used for all fuel, lube oil, air, fresh and salt water applications on the deep sea fishing boat *New Bedford*. Despite rough usage and exposure to damage from salt water, weather and vibration, there hasn't been a single failure of Aeroquip Flexible Piping.

Aeroquip Flexible Piping offers another important advantage: Because all Aeroquip Fittings are reusable, replacement lines can be made in a matter of minutes, even at sea. For complete information, write today for Marine Catalog No. 301.

Aeroquip
REG. TRADEMARK

AEROQUIP CORPORATION, WESTERN DIVISION
BURBANK, CALIFORNIA
LOCAL REPRESENTATIVES IN PRINCIPAL CITIES IN U. S. A. AND ABROAD
AEROQUIP PRODUCTS ARE FULLY PROTECTED BY PATENTS IN U. S. A. AND ABROAD

and allowed the fish to recover before he had the knot secured! Riding astride a 20-pound Albacore in a frenzied flurry on a slippery deck could rival bronc-busting for thrills, spills, and contusions.

The time spent in fishing any school was very short, 15 to 20 minutes at most and usually much less, and seldom was it possible to get a second rise out of a school that had stopped biting. It appeared, and the fishermen averred, that the schools were all quite small. Getting a load of fish aboard was thus a matter of taking 2 to 4 tons at a crack from a large number of schools. Getting any respectable number of fish from a school was made even more difficult by the hot competition on the grounds. Generally as soon as one boat raised a school one or more others scouting in the vicinity would head for it, swing close in alongside, and try to take the school away. The fishermen said that such raiders rarely got away with the main part of the school, but they often did manage to break off part of it and thus cut down the catch of the first boat on the scene. Such piracy seems to be accepted as a sort of game, but it is thought to make for poor fishing in an area where the schools are being hounded by too many competing vessels. Our observations seemed to substantiate this view, for the best fishing found by the *Jini Maru* was on grounds where she was the first arrival and could fish the schools she found without interference. Incidentally, the competition is often so keen that a vessel finding a promising drift log will secure it with a line to prevent other boats from cutting between the log and its discoverers.

Share System

● The decision as to when and where to come in from a trip depends, of course, on how the bait and ice supplies hold up, on the daily reports of landings and auction prices at various ports, and on where bait is available in relation to the probable area of operations of the next trip. The day seems past, as the fishermen wryly remarked, when boats came in from the Albacore grounds because they had a full load. In general the trips average about 10 days to 2 weeks. Turn-around time is very short. A vessel coming into port in the morning will be unloaded, fueled, iced, and provisioned by early afternoon and will sail in time to reach the baiting ground early the next morning. It was customary on the *Jini Maru* to dole out 1,000 yen ($2.75) to each man as spending money for each day in port. Even in Japan this is barely enough for a few glasses of beer, a meal or two, and a movie. The crew of the *Jini Maru*

were paid a guaranteed salary by the Prefecture of 8,000 yen ($22.00) a month in addition to their shares in the proceeds from the catch. The share system was as follows: 23 percent of the gross income is divided into 65 shares, of which the fishing captain gets 1.8, the paper captain 1.6, the radio operator 1.4, bow fishermen 1.3, stern fishermen 1.2, amidships fishermen 1.0, and boys 0.8 share. The crew pay for their food at the rate of 100 yen (about 27 cents) per day per man.

On our first trip the *Jini Maru* brought in 56 tons of fish, which was auctioned at 470 yen per *kan* (8.27 pounds) for a gross of about $18,300. This was considered a better than average trip. Our second cruise took only about 16 tons and marked the end of the vessel's fishing primarily for Albacore for the year. By that time (the last week of June) the Albacore schools had moved off to the eastward so far that only larger ships of 200-300 tons could continue to fish them, and the Skipjack, concentrating in the area of contact of the warm Kuroshio with the cold currents off northeastern Honshu, were beginning to offer good fishing.

Although the number of tagged Albacore released from the *Jini Maru* was less than we had hoped for, the modest success of the cooperative venture has received considerable publicity in Japanese tuna fishing and research circles and appears to have aroused a gratifying degree of interest. Plastic tube tags applied by the method employed at POFI and on the West Coast are now being used by the Kanagawa Prefecture laboratory to tag longline-caught tunas, and provided budgetary problems can be solved, there are good prospects that the Japanese government will sponsor a large-scale Albacore tagging effort in the near future.

Pacific Trollers Association Organized in Canada

Pacific Trollers Association is the newest fishermen's organization in British Columbia, organized in the Prince Rupert and Queen Charlotte Islands areas. Main purpose is to present the views of the trollers on such issues as conservation, offshore fishing and related subjects.

The directors are: Pete Husoy, Harry Hansen and Joe Stace-Smith, representing Prince Rupert; Robert Stanton, Monte Carr and Hans Haus, lower mainland; Art Holden, Kyuquot; Roy Payne, Ucluelet; James Riley, Port Alberni; L. Heggelund, G. Dick and A. Strang, Victoria; D. Stevenson, Nanaimo, and Pete Martin, Skidegate.

California Cat Food Canning Large; but Uses no Catfish

• Another canner of cat food, using whole fresh fish produced in Southern California, has joined the ranks of the canners of pet food in the Los Angeles area. This time it is Albers Milling Company, a division of The Carnation Company, with the *Friskies* label. Erwin Wasey & Co., Los Angeles, is the advertising agency.

Western Canners of Newport Beach is canning the new *Friskies* product, to which is added Vitamins B1, B2 and E.

Packing cat food in Southern California now are Westgate-California Tuna Packing Co., with its *Purr* label, all red meat tuna; French Sardine Company, *Nine Lives*, another red meat tuna product; California Sea Food Corporation, *Sassy* cat food canned from fish; F. E. Booth & Co., Inc., Long Beach, packing private label cat food from fish.

And, of course, there is the Coast Fishing Co., Wilmington, canning *Puss N'Boots* for Quaker Oats, and *Ken-L-Ration*, a canned dog food.

Franco-Italian Packing Co., Terminal Island, has recently introduced its *Petuna*, a product from the red meat of tuna.

Under the *Kal-Kan* label, Victory Packing Co., utilizing the canning facilities of several Los Angeles harbor area plants, is now merchandising its red meat tuna cat food pack.

Pet food canned from fish in California runs close to 2,000,000 cases per year, recent average, and constitutes the second largest canned fish item in that state. Tuna, of course, has a long lead for first place.

The American Can Company, recognizing the strong sales appeal of canned cat food, using fish as the basic ingredient, has introduced a new type of can, a "no-stick" pet food can which has an inside coating for meat and fish base pet food that permits easy removal of the product in bulk or leaf form.

The new lining, called No-stick "A" Enamel, was developed by the Technical Service Division of the American Can Company.

Japanese Add 200,000 Cases to Tuna Quota

Japanese Export Tuna Manufacturers Association at the end of 1956 announced addition of 200,000 cases to its light meat in brine production quota—which thus becomes 1,800,000 cases. This action was reported taken because of light inventories of this item in Japan and the strong demand recently manifest for this item in the United States.

Dragger To Be Crabber

Johnny Cecchini has sold his small dragger *Lou Anna Alma* to Wayne Martin of Eureka. Martin will use the boat for crabbing. Johnny will fish on Sal Cardinale's bait boat *Sal-Boy* when he "feels like it."

George Cuculich President Of Purse Seine Owners

Puget Sound Purse Seine Vessel Owners Association in January elected George Cuculich president for 1957, succeeding Matt Svornich, S. A. Johnson was chosen vice president and Nick Mladinich was re-elected secretary.

Members of the board, beside these officers, are: Martin Skrivanich, Gig Harbor; Anton Vitalich and Algot Enquist, Seattle; John Marincovich, Everett; Mike Pivak, Anacortes; Martin Tomich, Bellingham; Elmer Soderberg, Kingston; Matt Svornich, Eagle Harbor.

Snow Queen Foods Opens in Los Angeles

A new frozen food distributing firm with a large and varied line of frozen fish and seafood is Snow Queen Foods Inc., Los Angeles. General manager is Carl C. Rosson, and Moe Gorelick. Both were formerly with Quality Col-Pak.

The company is featuring on its wholesale promotion on seafood, Dungesness crabmeat, legmeat, and whole crabs.

Snow Queen also has a complete line of fillets, chunks and fletches, fish steaks and sticks (portioned), shellfish, crab and lobsters, whole fish, halibut and salmon, shrimp and shrimp cocktail in the gallon.

Herring Quota Extended

In response to specific request for additional supplies of bait and specialty food packs, the Canadian Fisheries Department in January added 3,000 tons to the herring catch quota for the lower east coast of Vancouver Island.

The extension was for the current season only, and carried the provision that the additional tonnage was not to be used for reduction.

Libby Salmon Department Shifts Key Personnel

Two notable shifts were announced in January in the top-level personnel of the Libby, McNeill & Libby Canned Salmon Department.

Kenneth C. Hardwicke comes to the Salmon Department at Seattle from Chicago as assistant to Guy V. Graham, vice president in charge of salmon operations. He has served Libby 30 years and has been general superintendent of the Eastern Division with headquarters in Chicago since 1949. Prior to that time he was assistant superintendent of the company's California Fruit Division.

K. K. Kent, who has been district superintendent of the Salmon Division since 1947, is advanced to the new position of general superintendent of the Salmon Division.

Mr. Kent was born in Grays River, Washington, but grew up in Clatskanie area of Oregon.

Mr. Kent has been engaged in the salmon business for forty years, all with Libby, McNeill & Libby. His initial entry into salmon canning occurred in 1916 when he went to Alaska on a windjammer as a tallyman at Libby's Bristol Bay cannery located at Koggiung on the Kvichak River.

From 1916 to 1936 he had experience in practically all capacities common to cannery operations. In 1936 he was cannery foreman at Libby's Nushagak cannery in Bristol Bay, Alaska, and followed this position in several Libby operations from Bristol Bay to Southeastern through 1940.

In 1941 he was appointed assistant superintendent at Libby's Yakutat cannery where he became superintendent in 1942. From 1944 to 1946 he was superintendent at the Bkuk cannery in Bristol Bay.

In 1947 Mr. Kent was appointed district superintendent for the Salmon Division supervising operations of the several canneries of this company. He has served in this capacity to the present time of his appointment as general superintendent for all production activities of Libby's salmon operations.

Forseth To Chignik

Dan Forseth, part owner and longtime skipper of the fishing vessel *Harmony*, will be superintendent for the Chignik Fisheries Co. cannery at Chignik next season, it was announced in January by Charles Turner, vice president and general superintendent. He succeeds the late George Skarbo, who died of a heart attack at the cannery in the middle of the 1956 season.

Capt. Forseth has chartered the *Harmony* to Chignik for a number of seasons and has been her skipper during her operations as a tender, giving him wide familiarity with the field. Beside working *Harmony* as a tender during the salmon season, he keeps her among the high-line halibut producers, and working in the otter trawl fishery.

Canadian Fisheries Staff Men Shifted

Promotions and staff changes announced by A. J. Whitmore, chief supervisor for the Canadian fisheries department in Vancouver, include:

G. E. Moore, former assistant supervisor at Prince Rupert, is at Nanaimo and will take over as supervisor of District No. 3 on the retirement of H. E. Palmer in March.

J. H. Hitchcock, a B. C. fisheries officer who formerly was in charge of the Nass river area, will be supervisor of fisheries at Hay river in the Great Slave Lake district of the North West Territories.

M. P. Houghton, former fisheries officer for Butedale, has been transferred to the Vancouver waterfront area to fill the position previously held by A. L. Murray, now supervisor of District No. 1.

R. R. Mallory, formerly in charge of North Queen Charlotte Islands area at Massett, has stepped up a grade and will be in charge of the important Bella Bella area.

J. C. Summers has been transferred from Nootka to the Lillooet-Nicola area.

The Department also announced appointment of five new fisheries officers: F. A. Green to the Comox area; J. R. MacLeod to Alert Bay; J. A. Kent to Hardy Bay and O. M. Bussey to Butedale. All will work under senior officers in these areas.

Wm. Silva, California Commissioner, Passes

For the second time in three months the California Fish & Game Commission has lost one of its members through death, the latest one to pass on last month being William J. Silva, Modesto, with nearly 11 years service on the board.

Mr. Silva leaves a widow, a son, William J., Jr., and a daughter, Mary Lou Johns. His death followed by three months that of Harley I. Knox, San Diego.

During his long tenure with the commission Mr. Silva was president for one year terms in 1949, 1954, and 1955. By virtue of this office he automatically became chairman of the Wildlife Conservation Board during those same years.

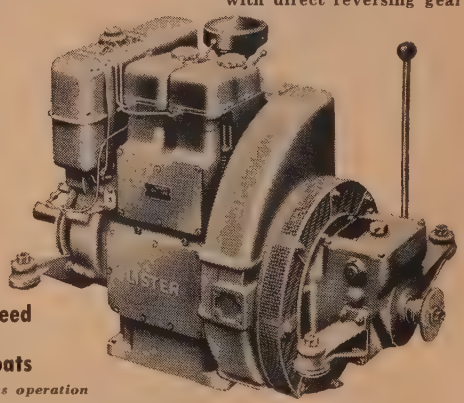
What You've Long Wished For!

AIR-COOLED SMALL DIESELS

BY

Lister

Model LDM2G. 2 cyl. with direct reversing gear



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Surprisingly Low Priced

- **PROPULSION POWER for medium sized, medium speed boats**
- **AUXILIARY POWER for *any* boats**

Underwriters'-approved, even for below-decks operation

MODEL LDM-1 1 cyl. *3½ HP @ 1800 RPM Only 24½" high, 19" wide
MODEL LDM-2 2 cyl. **7 HP @ 1800 RPM Only 28" high, 20¾" wide
*5 HP Gross Rating **10 HP Gross Rating

Immediate starting, complete air cooling, in temperatures from sub zero to 130°. Surprisingly low weight per horsepower. Unbelievably quick, easy installation. Parts and service in principal ports. A product of the engine manufacturers who provide auxiliary and propulsion power (3½ to 600 HP) for countless boats coast-to-coast and the world over. Built to Lloyd's requirements.

Write for data, prices and name of nearest dealer.
Distributorships available in some areas.

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Seattle Distributor: Marine Equipment Company, Inc., 5448 Shilshole Avenue, Seattle.
California Distributor: Crofton Company, San Diego, San Pedro, Newport Beach.

Capable, Convertible Commanding, Capacious

• A fishing vessel commanding keenest interest in British Columbia is Captain Fred Kohse's new 72′ *Sleep Robber*.

When Alexander Ishkov, Soviet Russia's fisheries minister, recently visited the Pacific coast and saw the boat at the Star Shipyard (Mercer) Ltd., plant on the Fraser River, he indicated that he would like to buy at least 50 such vessels for the fishing industry in Russia. However, vessels capable of being converted into minesweepers or for other war purposes are on the contraband list, so Canada is unlikely to make the proposed deal.

Sleep Robber was designed by William Garden of Seattle. Cargo capacity is 125 tons with refrigerated holds fore and aft. With a 21′ beam, the craft is intended for ocean trawling or seining and is used for salmon, halibut, herring and ground fish.

Power plant of this new vessel is a Caterpillar Model D386 diesel, developing 360 hp., purchased from Finning Tractor & Equipment Co., Vancouver.

The crew of 12 can enjoy many of the comforts of home with excellent accommodation in the living quarters, three radios, two television sets and radiant heat at shore tieups.

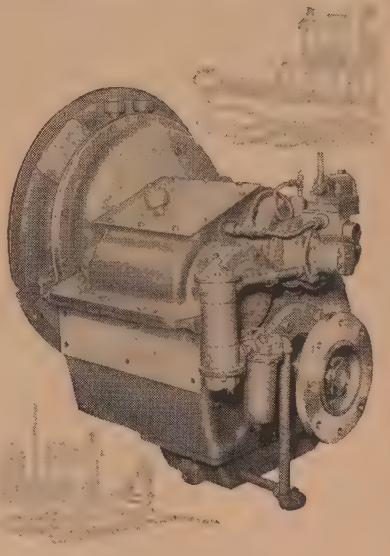
Additional installations include a Westminster Iron Works combination seine, halibut and drag winch, with ample wire capacity; combination hydraulic and mechanical drive for winches and pumps, Swann halibut winch attachment and hydraulic anchor winch, two radiophones, 12 frequencies, one 80W, one 40W; loran, radar, direction finder, a combination sounder for 530 fathoms on slow scale and 65 fathoms on fast scale for herring, and an indicating sounder for night running.

Former Official Dies

Francis H. Cunningham, who was the first federal chief supervisor of fisheries in British Columbia, died recently at Kamloops, aged 91.

Although long retired, Mr. Cunningham was a well-known figure in British Columbia's fishing industry for many years. English-born, he went to South Africa before going to Canada, where he served in the Riel rebellion. He joined the Canadian department of fisheries which he served for 37 years, leaving his post as chief inspector in 1925. From 1930 to 1935 Mr. Cunningham was managing director of the Chatham Sound Fishing & Packing Co. in Vancouver.

BIG STORY
IN MARINE TRANSMISSION



NEW S-N 3900 SERIES
REVERSE-REDUCTION
MARINE GEARS
ENGINEERED ESPECIALLY
FOR THE NEW HIGH-SPEED
HEAVY-DUTY DIESEL ENGINES

The S-N 3900 gears match and complement every major diesel engine improvement to give your boat the finest in maximum power transmission. They embody simplicity in design . . . equal life at full power with full speed transmitted either ahead or astern . . . no clutch adjustment necessary. All accessories are outside gear housing and easily removed for service. There is a wider choice of gear ratios for greatest efficiency. Two new models are now available in the 200 to 800 HP range. See your S-N distributor or write for further information.

SNOW-NABSTEDT
Transmission Engineers
FOR HALF A CENTURY
"MAKERS OF JOE'S GEARS"
THE SNOW-NABSTEDT GEAR CORP., HAMDEN, CONN.
50 S-N GEARS
FIFTY YEARS OF BETTER GEARS

...just plain terrific!

ARK® PLASTIC FLOATS ARE ECONOMICAL BECAUSE THEY

will not rot
are 50% lighter than cork
are many times more durable than cork
are 15% more buoyant than cork
will not absorb water
maintain original buoyancy

87 longer lasting ARK PLASTIC FLOATS replace 100 cork floats of similar size.

ALSO AVAILABLE for salmon gill nets — TAPERED END ARK PLASTIC FLOATS — STYLE D-8T
Contact the supplier nearest you.

THE LINEN THREAD CO., INC.

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158 W. Hubbard St., Chicago 10, Illinois
105 Maplewood Ave., Gloucester, Mass.
116 New Montgomery St., San Francisco 5, Cal.
140 Federal Street, Boston 10, Mass.
60 East 42nd Street, New York 17, N. Y.

Continental Can Sales Staff Promotions

H. M. Blinn, vice president, Pacific Metal Division of Continental Can Company, Inc., has announced several appointments.

A. C. Elliott becomes district sales manager, Stockton District, Calif.

W. R. McIntyre advances to district sales manager, San Francisco District, where he formerly was assistant district sales manager.

R. J. Campiglia has been appointed assistant to the Pacific Division Sales Manager with headquarters in the San Francisco area. He was formerly district sales manager of the San Francisco district and has been transferred to the division office to further strengthen sales coverage and to provide better service to customers.

Christian Brokerage Sets Program of Expansion

The Christian Brokerage Company of Atlanta, Ga., anounces that John A. Moorhead has joined the organization. He was previously connected with the Kroger Company from 1947 to date, and in the Atlanta Branch as grocery buyer since 1950.

The appointment of Mr. Moorhead as merchandiser for the Christian Brokerage Company is a part of their over-all expansion for regular grocery lines and the formation of a frozen foods broker-distributor division within the Company. Plans for frozen foods include heavy in-store promotional work with a distribution service which will afford a complete service, sales and distribution plan for Atlanta and eventually throughout the State of Georgia and into Chattanooga, Tenn.

Identification Required On Canadian Packaged Fish

Under a recent order-in-council passed at Ottawa, all fresh, frozen and processed fish, *packed in containers* in Canada, must fulfill the following requirements:

1. Show on the package or container the *vernacular* name of the fish (without scientific addition).

2. Give the minimum net weight of the contents.

3. Show the name and address of the firm by whom or for whom the fish was packed.

4. Carry the words "Product of Canada."

This involves little change in procedure for most British Columbia producers, whose standard practice for years has been closely in line with these requirements.

FOOD FISH MARKETING

Section of PACIFIC FISHERMAN--

News and Views of National Trade in Fish and Shellfish

February, 1957

91% of Tuna Users Prefer Oil-Pack to Brined Goods

• At least nine out of every ten housewives (91%) in the United States who buy canned tuna usually purchase tuna packed in oil. Approximately 7% buy tuna packed in brine and 2% are not aware which type they usually purchase. These are among preliminary results of a survey conducted by the U. S. Fish and Wildlife Service.

A large majority (88%) of those housewives who served tuna indicated they had never tasted canned tuna in brine although it has been rather widely distributed in recent years. When asked "If the price were the same for canned tuna packed in oil or in brine, which one would you buy?" 66% indicated tuna in oil and 7% indicated tuna in brine. Another 27% were not sure which they would prefer. Even though the latter undecided group appears to be housewives usually buying canned tuna-in-oil, a substantial majority of housewives using canned tuna-in-oil desire that product exclusively. This conclusion is based on opinions given in this survey and is not the result of actual product testing.

The preference for tuna in oil was highest in the West and South and diminished slightly in the Northeast and North Central regions.

These findings are based on a June 1956 scientific sample survey of 2,700 households distributed throughout the United States. This study of type of pack preferences for canned tuna is one part of a broader study of household consumers' preferences for all canned fish and shellfish.

The studies from which these data are drawn were made by a commercial research firm under contract with the Fish and Wildlife Service, financed by Saltonstall Funds.

Price and Effect Primary Concern of Conventioneers

• *Concern with costs projected into prices.*

This seemed to be the idea uppermost in the minds of primary marketers of canned salmon as they packed their bags, checked their tickets, and prepared to push-off for the mid-February conventions in Chicago.

They didn't have much fish to talk about—and even less to sell.

They were looking into the future, and nothing they could see looked cheap.

• Already they were hearing complaints as to the braking effect of present prices on product movement.

Their field brokers would be bringing the complaints of their customers —"Salmon prices are repelling the consumers; and tuna is capturing them."

You can buy a lot of tuna today for a dollar — and the consumer today is eating 12 million cases of tuna—basis of 48 halves—a year; plus some 700,000 cases of canned bonito, which passes as tuna in anybody's sandwich.

These are the things the salmon sellers think about.

They haven't much salmon to sell, true; but maybe the retailer *has*.

• Salmon sellers with sidelines, such as North Coast Albacore and Pacific canned crab, will have these items for sale at the conventions, and at attractive levels. Hand-packed fancy Albacore is being quoted at $13; Albacore chunk at $10.50; Light Meat hand-packed solid at $11; and chunk at $9.50.

Crab? Oh, it was being offered at Seattle at the end of January all the way down to $9 or even less, with the cheapest quotes on canned goods packed from frozen crabmeat.

Los Angeles Market

Presstime quotations by the U. S. Market News Service for Southern California canned fish, fob. packers' terminal, for cases of 48 unless otherwise noted.

TUNA—Advertised Brands	Per case
White, fancy, oz.	$15.00-15.25
White, chunk, 6½ oz.	13.50-14.00
Light, fancy, 7 oz.	13.75
Light, chunks, 6½ oz.	12.00
Grated, 6 oz.	7.50- 8.00
TUNA—Buyers' Labels	
White, fancy, 7 oz.	13.00-13.50
White, chunk, 6½ oz.	12.00-12.50
Light, fancy, 7 oz.	11.50-12.00
Light, chunk, 6½ oz.	10.25-10.50
Light, chunk, 6 oz.	9.00- 9.50
Grated, 6 oz.	7.50
SARDINES	
1-lb. oval, tomato	9.00
1-lb. tall, brine	6.50
5-oz. 100s, tomato	7.75
MACKEREL	
Pacific, 1-lb. tall	5.75- 6.00
Jack, 1-lb. tall	5.25- 5.75
ANCHOVIES	
5-oz., 100s, tomato	5.50- 6.00
1-lb., oval, tomato	6.50- 7.00

Lloyd Turnacliff Heads Seafood Institute

Lloyd Turnacliff, head of Meredith Fish Co., Sacramento, was elected president of the Northern California Seafood Institute in San Francisco last month.

Lional Shatz, A. Paladini, Inc., San Francisco, was elected vice-president. J. P. Gilchrist had already been appointed paid general manager of the Institute. Mr. Gilchrist will also act as legislative representative for the group in Sacramento.

Directors are: Frank Alioto, Standard Fisheries, Inc., San Francisco; Gib Hunter, Hunter & Foland, Eureka; Al Levy, Washington Fish & Oyster Co. of Calif., San Francisco; Guido Di-Piano, Central Fish Co., Oakland; and Jack Williamson, Fortune Fisheries, San Francisco.

Tuna Rate Rise Delayed

Another delay in application of the proposed increase rate on transpacific frozen tuna shipments was granted recently by the Pacific Freight Conference at the request of the Japan Frozen Food Exporters Association.

The delay extends to the end of April, when the increase to $61.75 per ton will go into effect. Present rate is $55.

New Tuna Product in a New Package

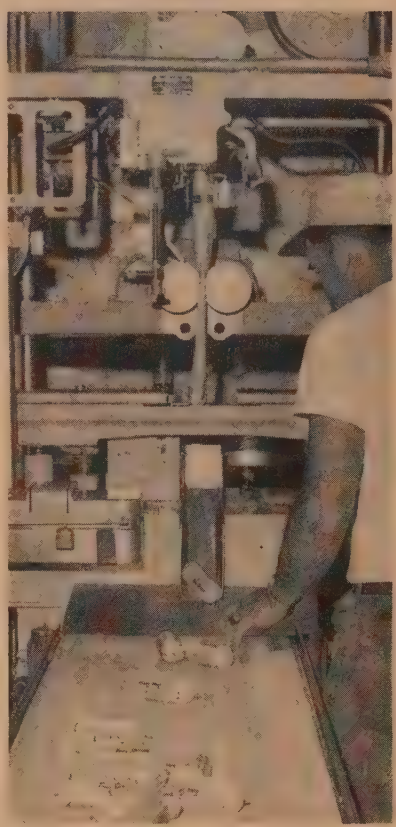
● "Breast-O'-Chicken" tuna spread is being advertised now in the Southwest area. It is processed in the Westgate-California Tuna Packing Company and uses light-meat tuna with a specially prepared mixture of mayonnaise and other ingredients, including monosodium glutamate.

The spread is packaged in short plastic cylinders, crimped and closed at the ends by a metal tie. Packaging is done automatically on a "Kartrage" stuffing and packaging machine. The plastic used is "Saran," produced by Dow Chemical Co., and converted and lithographed for packaging purposes by the Shelmar Division of Continental Can Co.

The spread, developed under the direction of William Hamm, who heads Westgate's research laboratory, underwent taste tests, and is packed in a special kind of wrap. The product is kept under refrigeration from time of processing, at 30 to 40 degrees, and during shipping.

The spread is mixed in giant kettles by stirring devices that operate while the spread is being pasteurized by heat. The mixing machine was especially designed with paddles to conform to the operation of the heavy tuna mixture.

The spread is packed in cartons, as shown in the accompanying photograph, a dozen each. Westgate has advertised the new product in newspapers, on transit cards, trade publications and in-store demonstrations, as well as on television and radio.



Packaging "Breast-O'-Chicken" tuna spread in an automatic machine which fills the "cartridge," closes the ends with metal ties, and cuts-off the individual portions.

ROBERT L. STIX, INC.
CANNED and FROZEN FISH
Ask Us About — New Season
Australian and New Zealand Lobster Tails
Shipments to West and East Coasts
260 W. Bway, N.Y. 13 Tel: WOrth 2-7527
114 S. Central Av., L.A. 12 Tel: Michigan 2525

New Door for Gosse

Due to an office space trade with the British Consulate-General, the F. A. Gosse Co. has a new entrance on the 18th floor of the Exchange Building, Seattle. Where customers have been entering the Gosse suit at Room 1800 for many years, they now will find the entrance at Room 1813. The telephone remains the same: Main 0475.

Shrimp Sales Pressed

In Los Angeles retail markets shrimp, breaded, or frozen peeled and de-veined, were being advertised effectively in early 1957. One advertised label of peeled and de-veined was advertised, a 6-oz. package, at 69c.

Breaded shrimp, 10-oz., chain store label, was offered for 59c. The price of fish sticks, retail, have followed a pattern of 29c (not pre-cooked) for a 10-oz. package; 33c for an 8-oz. breaded; 37c, 8-oz.; and 59c for a 16-oz. pack.

Birdseye has advertised its "Fish Bites," heat and eat, 8-oz., 27c.

They Add Up
To A Lot of Sales!

Oceanic
SALES COMPANY
3302 SMITH TOWER
SEATTLE 4, WASH.

Percentage of Households Serving Canned Fishery Products, July 1955-June 1956

Type of Canned Fishery Products Served	U. S. Total	Regions: North-east	North Central	South	West
		— *Per Cent —			
Tuna	76.1	83.4	71.7	68.9	87.7
Salmon	68.8	59.7	75.4	73.6	62.1
Sardines	50.3	45.9	51.1	54.6	47.8
Shrimp	24.0	26.6	19.4	15.9	46.5
Oysters	22.5	14.2	25.3	22.5	32.6
Crab Meat	16.7	26.4	7.1	12.9	26.9
Mackerel	10.0	5.0	9.6	17.3	4.2
Clams	8.2	12.3	2.6	4.0	21.1
No. of Households	2,770	734	805	848	383

*Percentages total to more than 100 because respondents served more than one product.

—U. S. Fish and Wildlife Service data.

"American Fishermen's" Tuna Offered by Association

"American Fishermen's" Albacore tuna was introduced to the market recently by the Federated Fishermen's Association, Terminal Island, Calif., acting as distributor for its member groups of fishing vessel owners. The tuna, produced by member boats, is canned on a custom basis by one of the Terminal Island plants.

The labels, produced by Schmidt Lithograph Co., are for Albacore in both fancy and chunk packs. They bear the slogan: "American Tuna, caught, packed and marketed by Americans." Color scheme is red, white and blue, and the label, beside a conventional vignette of an opened can of tuna, carries an "Uncle Sam's" hat design.

THE UPWARD CLIMB

The rung of a ladder was never meant to rest upon, but only to hold a man's foot long enough to enable him to put the other somewhat higher.

Thomas Henry Huxley

BUMBLE BEE BRAND Seafoods

COLUMBIA RIVER PACKERS ASSOCIATION, INC. Astoria, Oregon

Frozen Food Sales Rise 35% in Past Two Years

Increase of 35% in sales of frozen foods in the period from 1954 to 1956 is reported as result of a recent survey. The Fish and Wildlife Service says that fish sticks were the leading fishery item carried, being stocked by 99% of the stores reporting.

Uncooked frozen shrimp were found in 81% of the stores. Uncooked fillets of all kinds of fish were the third item in frequency of stocking at 73%.

Interestingly, tuna pies and fried shrimp tied for third place, at 61%.

L. A. Food Brokers Elect W. G. Knight

William G. Knight of Kelley-Clarke Company was elected president of the Los Angeles Food Brokers Club in January. He succeeds Ray D. Bateman of the Bateman Brokerage Co., which represents California Marine Curing & Packing Co.

Fred D. Brown of Brown Brokerage Company, associated with frozen seafood marketing, was elected first vice president; and Lloyd E. Knutson, Mailliard & Schmeidell, handling "Breast-O'-Chicken" tuna, is second vice president.

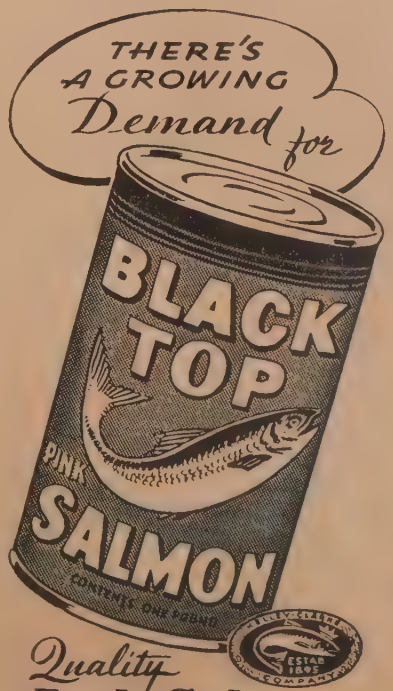
Japanese Advertising Plan in U.S. Discussed

The promotion by advertising of Japanese tuna in the United States was reported as January ended to be in the "rumor" stage.

Japanese representatives were interviewing various advertising agencies in New York, working through Vladimer & Company of New York City. From the information which is available to the California tuna industry, it is believed that the Japanese government agreed to match the funds provided by the industry itself. It is also reported that plans for the promotion of Japanese tuna in the United States must be definitive by March 31 or Japanese government funds will be canceled.

Form Seafood Firm

Tommy Hughes, formerly with the J. E. Lawrence Co. in Portland, and Leif Wahl have formed the North Coast Seafoods, and will conduct a wholesale fish and oyster business in Portland at 431 North Fourth Ave.



Quality Pink Salmon

KELLEY-CLARKE CO.
2460 6th Ave. S.
Seattle 4, Washington

Sea food treats from Morro Bay, Calif., are Brebes' quick frozen clam sticks, and abalone sticks.

Abalone and Clam Stix New Morro Item

Two new items aimed to hit the great American palate are being manufactured by Frank Brebes, Brebes Abalone Plant, Morro Bay, Calif.

The items are Brebes' quick frozen abalone sticks, and clam sticks. The abalone are minced and then frozen in 20-lb. blocks. The blocks are sawed into sticks on a Hobart saw, dipped in Meletio's Golden Dipt breading, and then packed by hand, eight sticks per carton, into Paperbox Corp. food cartons, and wrapped with Western Waxed Paper lithographed wrappers. The cartons are then packed in shipping cases and put back in the freezer to await shipment. The process for the clam sticks, which are made of Mexican clams, is exactly the same.

Mr. Brebes is also packing abalone patties, abalone steaks, and is putting up a 5-lb. carton pack of abalone steaks for A. Paladini, Inc.

Mr. Brebes has seven abalone boats fishing for him, working in the Santa Barbara Island and Pt. Concepcion areas. He has been in the abalone business in Morro Bay for the past 18 years, 15 years of which he was an abalone diver.

C.R.P.A. Picks New Agency For "Bumble Bee" Advertising

Columbia River Packers Association, packers of *Bumble Bee* Brand seafoods, has appointed Richard K. Manoff, Inc., of New York City as its advertising agency, it is announced by T. F. Sandoz, president.

Columbia River Packers Association has just concluded a record year in both production and sales, and plans to continue the expansion of its advertising and merchandising program during 1957.

U. K. Tuna Import Quota Disappoints Japanese

Japanese tuna producers are believed keenly disappointed in the 1957 trade agreement signed between Japan and the United Kingdom. The agreement includes a new item for export from Japan—canned tuna in oil; but the amount of 150,000 is regarded as disappointing.

S. F. Frozen Food Sales Forum Set-up

John Peterson, Washington Fish & Oyster Co. of California, San Francisco, was elected president of the recently formed Frozen Food Sales Forum, in San Francisco.

The purpose of the new organization is to promote good will and develop a close tie of friendship among the personnel within the frozen food selling industry in the area, and to discuss mutual industry problems toward the advancement of frozen food sales.

Among the member firms with an interest in the fish business are: Washington Fish & Oyster Co. of Calif., Berelson, Inc., C. E. Cumberson Co., Birdseye Division, Hall-Roepke Co., Wm. O. Dooms Co., W. G. Swanson Co., Wilbur-Ellis Co., and Norfish Sales Co.

Weitkamp Circling World To Study Fish Marketing

Norman E. Weitkamp, vice president and sales manager of the Washington Fish & Oyster Co., Seatle, left in January on a round-the-world study of fish products marketing, from both the sales and supplies points of view.

From Seattle he was ticketed to Hawaii, Australia, New Zealand, Malaya, India, Pakistan, Turkey, Mediterranean countries, Italy, France, European countries generally, Great Britain, and home.

He was on open schedule, for William S. Jensen, president of Wafico, sent him forth with instructions to disregard the timetable so long as there were facts to be learned.

Not Pink Elephants— Pink Boxes for Oysters

Shocking pink shipping boxes are being used by Haines Oyster Co., Seattle, for shipping its oysters packed in glass, crabs, crab meat in tins, clams in the shell and other sea foods shipped fresh with crushed ice.

The wooden boxes are manufactured by the Seattle Box Co., which has installed facilities for dyeing the box shook to customers' orders. The boxes are imprinted in black after the usual manner, the dye having a transparent quality which does not obscure the company name.

The dye used in producing the boxes does not "run" and will not discolor the contents even in the presence of water.

from grower to grocer . . .

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The PAK-FORMER

Leading tuna canners are now using the PAK-FORMER for their Chunk and Grated Style Packs. A variable speed drive permits filling speed adjustments of between 140 and 250 cans per minute. Available to the industry under similar terms as our PAK-SHAPER.

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CANNED SALMON

FRESH SALMON

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fresh frozen

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PORTION CONTROLLED STEAKS

and now . . .

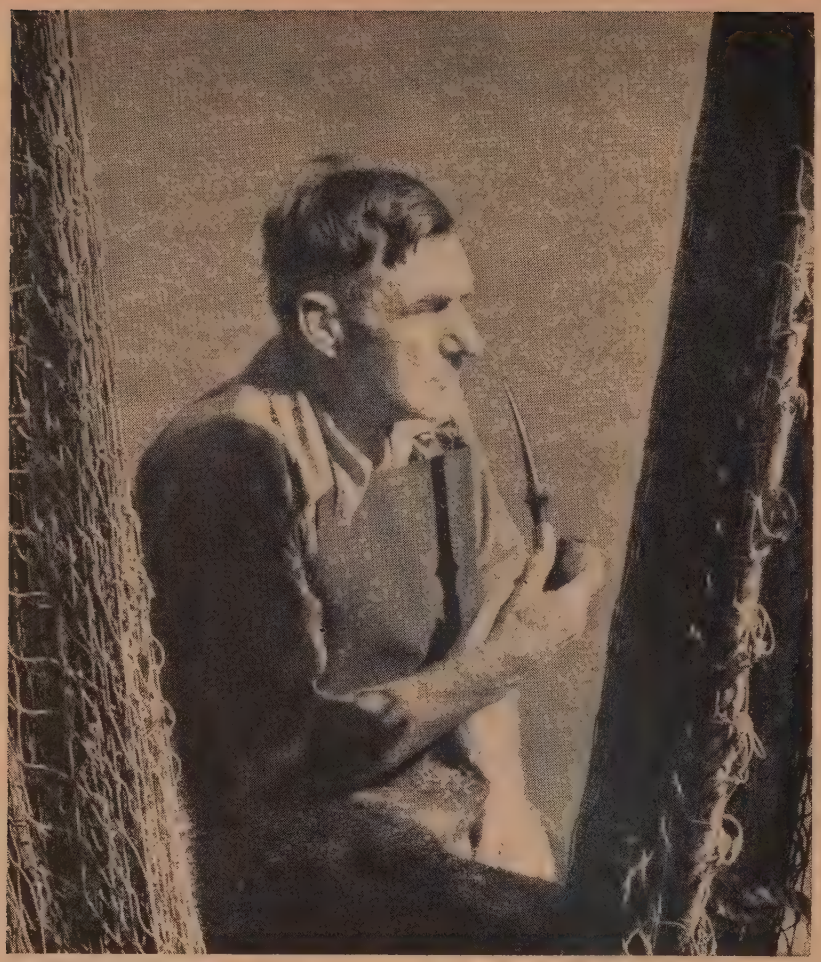
HALIBUT
SALMON
and FISH

STIX

fresh frozen — breaded — ready to cook

SAN JUAN

SAN JUAN FISHING & PACKING CO
FOOT OF STACY STREET — SEATTLE



...thoughts on a job well done

Pauls NETTING – quality proven over the years by West Coast fishermen. They expect the best from this dependable netting– and get it. When you're dealing in dollars and cents, you deserve netting that pays off in kind. So remember, next time you buy netting, ask for Pauls – and when your boat comes in low and heavy, you'll be glad you did!

Specify: Pauls "Locknot®" Double Knot Salmon Gill Netting (Linen or Bonded Nylon)
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Pauls Nylon Gill Netting
Pauls Bonded Nylon Seine Netting

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Olsen Johns Ship Chandlers
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San Diego 1, California

Nordby Supply Co.
Salmon Bay Terminal
Seattle 99, Wash.

Alfred Puusti & Co.
238-240 West Marine Drive
Astoria, Oregon

MAKERS OF FINE NETTING FOR OVER A CENTURY

Van Camp Tips On What to Do In Emergency

Every Albacore season brings with it a heavy loss of life and boat. No one is more aware of this than the fish cannery. Van Camp Sea Food Co. at San Diego, with Phil Bertram as fleet manager, in cooperation with the Coast Guard at San Diego, has developed suggestions for all those fishermen who sail from Pacific Coast ports for the Albacore schools. Briefly, these include:

When an emergency arises, such as sickness, injury, sinking, and a call to the Coast Guard is necessary, be sure to state the location and name of the vessel in distress; and try to refrain from panic. If you are calling for another boat in trouble, be sure to give your location and boat name, as well as that of the person or boat in trouble.

If a Coast Guard plane is coming to assist you, try to give some sort of signal for the benefit of the pilot when the plane is in sight. There are various ways to signal and it is not necessary to purchase extra gear.

If you are not carrying flares, very pistols, or surface dyes, use anything aboard which will attract attention. For instance, an oil soaked rag, thrown in a bucket and ignited on deck, can easily be spotted by plane. Or a large mirror may be used as an effective signal. Identification of a specific boat is important when many vessels are concentrated in a certain productive fishing area.

One of two types of planes which may come to your rescue is the fixed wing type. With this type there is a possibility that at the time of the plane's arrival, the sea may have kicked up to such extent that the plane cannot land. If this should happen, the plane will try to direct you to the nearest cove or lee side of an island so that a landing may be made.

If a plane cannot make radio contact for the purpose of ascertaining directions, it is assumed that the skipper of the boat will have enough foresight to head for the nearest clear spot.

Assuming that the water is calm and the plane makes a landing, the first step to be taken by those aboard the boat is to lower the crewman to be rescued into the smallest boat possible and proceed to the area where the plane has landed. When proceeding toward the plane, stay away from the tail section. Make transfer of the

Striped Tie marks **Bill Sheldon** at one of the farewell parties which honored him in his retirement after 40 years on the sales staff of Pacific Marine Supply Co. He is shown here with some of the younger men of PMS, gathered in tribute to the master salesman. Back row, **Art Bauer,** dealer sales manager; **Ray Egner,** general sales manager; **Walter Lembke,** shipyard and industrial sales; **Allan Ingraham,** steamship department manager; **Robert Dudley,** assistant-secretary and finance manager. Middle row, **Walter Koshman,** building superintendent; **Mr. Sheldon,** honor guest; **William Angus,** manager, Pacific Fishing & Trading Co.; **Luke Halvorsen,** purchasing agent; **Ed Engelhardt,** manager, firefighting and industrial division; **Robert D. Ladd,** vice president and general manager; and **Earle Gulley,** manager, pricing department. Down in front, **Philip F. Spaulding,** naval architect and Mr. Sheldon's son-in-law; **Stanley Johnson,** in charge of PMS floor sales.

patient from boat to plane as quickly as possible.

The second type rescue plane is the helicopter. In case of rescue by this type of plane, remove any high movable gear, such as whip antennas and bridge structures. Doing this facilitates a quick and easy pick-up operation.

When necessary, the public health doctor will radio instructions which will aid in keeping the patient comfortable until the Coast Guard plane arrives.

Van Camp Sea Food Co., through Phil Bertram, wishes through the columns of *Pacific Fisherman,* to compliment the Coast Guard for its prompt, efficient and courteous service given to the fishing fleet this season and during the many seasons past. The plants in San Diego, Terminal Island and Astoria, Ore. are grateful for the cooperation of the Coast Guard for keeping a watchful eye over the vast Pacific Coast fishing fleets.

Tuna Researcher Bought

The new *St. Jude,* Monk-designed 40' Alaskan-type troller, out of Los Angeles harbor, has been purchased by the Inter-American Tropical Tuna Commission and will operate as a research boat from the Panamanian laboratory of the commission.

St. Jude was to be taken to Panama by the former owner, Ed Derringer, who built the hull of the strip-planked boat.

The vessel is equipped with a General Motors 4-71 engine, 3:1 Twin Disc reduction, and a Wirkkala propeller.

Bill Sheldon Ends Long Service to Fisheries

The long service which Bill Sheldon rendered to the commercial fisheries of Alaska and the Pacific Northwest through his 40 years with the Pacific Marine Supply Co. closed with his retirement at the end of 1956.

He signed his checks William K. Sheldon, Jr., but there were few among his hundreds of friends in the fisheries who called him anything but "Bill." He had been selling them supplies and giving them service for two-score years as he served the Pacific Marine Supply Co. in various capacities, always selling, but always adding a good measure of service.

He was salesman; he was Alaska sales specialist; he was sales manager — and always the fishing industry knew him (and still knows him) as "Bill Sheldon of Pacific Marine."

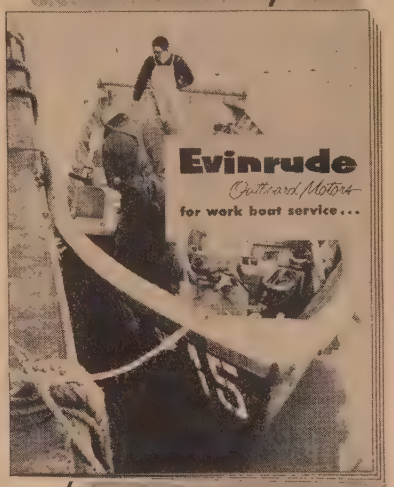
His home is on Vashon Island, where it's handy to keep an eye on the boats which moor at Burton and Dockton and Cove; and the seines working West Pass for Chums in the fall of the year.

Alioto Plant Improved

F. Alioto Fish Co., Fishermen's Wharf, San Francisco, which recently moved into new quarters there, are converting all the old holding boxes and freezers at their former plant, into one new, large sharp freezer room.

According to Mario Alioto, manager of the company, the new sharp freezer will have a capacity of 15,000-lbs. of fish per 10-12 hours. A 25-hp. Frick ice machine is being installed.

new book



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Why Clipper Insurance Costs Raise a Mounting Problem

● Regarding the loss of boats in the fishing fleet of Southern California in 1956, and predictions in 1957, the Tunaboat Insurance Bulletin has some interesting comments and predictions.

At the beginning of 1956 it was predicted that, despite the great need for lower rates, there appeared little hope for a general reduction of insurance rates, and that it was probable there would be a gradual hardening of rates. The Bulletin states, further, that insurance rates did rise appreciably during 1956. Also there has been a definite trend toward higher deductibles. Some marginal boats in 1956 found it increasingly difficult to buy insurance except on restricted conditions and at higher rates. The Bulletin, published in San Diego, states there is much work to be done in respect to prevention and control of fire in tunaboats, and need for effort and cooperation on the part of owners, brokers, underwriters, surveyors, etc. to reduce losses in the tuna fleet.

A tabulation, incomplete for 1956, shows that the percentage of losses in 1956 already exceeds the average for the four preceding years and is approaching the figure for 1952, which is remembered by most people as a disastrous year insofar as losses are concerned.

The Bulletin goes on to say that while physical deficiencies of hulls, machinery and equipment "undoubtedly contribute to accidents at sea, the heavy losses of tunaboats have resulted primarily from human failures rather than physical failures. For example, the widespread practice of making only periodic visits to the engine room, rather than maintaining a continuous watch therein, has resulted in many total losses which could have been avoided had someone been on watch when the conditions leading to the accident first occurred. . . . We must predict that, until a constructive program of safety at sea is undertaken, this loss rate will increase, due to the increasing 'average age' of the boats, poorer maintenance of boats unable to show an adequate profit under current economic conditions and the fact that some of the better men are leaving the fleet and taking up other occupations—also because of economic conditions. . . .

"Two powerful forces are building up: on the one hand insurance rates are approaching a level that will threaten to bankrupt many tunaboats; on the other hand more and more underwriters will decide that they can not afford to write tunaboat insurance any longer. Sooner or later these two forces will bring about the one and only possible solution to the problem of tunaboat insurance—a constructive program of cooperation among all interested parties, designed to utilize the lessons of the past to reduce the losses of the future."

British Diesel Drives New Type Gillnetter

First of a series of 10 William Garden-designed 32' Bristol Bay gillnetters building by Puget Sound Boat Building Co., Tacoma, will carry a *diesel* engine, and a *British* diesel at that.

As it is anticipated that the 10 boats will be used primarily for fishing in connection with freezerships, a feature of their design is the heavy 3" fir shelf built-in around the entire craft just below the deckline to provide strength and stiffening for the beating these boats take when they lie alongside the freezerships to discharge.

House and deck are of waterproof Douglas fir plywood, and planking is 1⅛" vertical grain Alaska cedar.

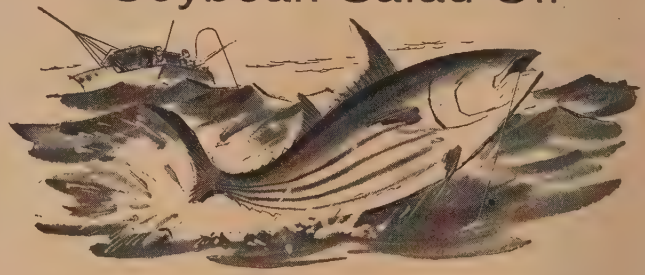
Mr. Garden has planned three berths into the boats, although they are normally manned by only two men. They have beam of 10' 8" and can be converted to jitney seiner service with a pipe mast and boom. Drive shaft is 1½" Monel, turning in a Goodrich cutless rubber bearing.

Fishermen's Indemnities Increased in B. C.

Indemnities under the Fishermen's Indemnity Fund for British Columbia fishermen have been increased.

Since the inception of the plan in July 1953, only one total loss claim arose out of a total of 376 vessels covered under the plan. The low claim rate has prompted the government to increase the indemnity in the case of total loss from 60% to 70% of the appraised value. In the case of partial damage the fund will now pay 85% of the repair cost, in excess of 15% of the total appraised value of the vessel.

You can bet your last FIN on **Archer "S"** America's finest Soybean Salad Oil



If you'll *taste—smell*—and *try* Archer "S" Soybean Salad Oil, you'll see why so many tuna processors are using it.

These processors know that Archer "S" *keeps* the delicate tuna flavor. Helps build customer demand for their products—fast! That's because Archer "S" is refined and deodorized by a continuous ribbon process . . . cannot vary in quality. Every time you order Archer "S" Soybean Salad Oil, you get the *same* clarity of color . . . the *same* purity and blandness.

Archer "S" Soybean Salad Oil

Archer-Daniels-Midland co.

724 Investors Building, Minneapolis 2, Minn.

LINES and LEADERS

West Coast Motors Handles "Jimmies" at Berkeley

A new firm, West Coast Motors, to handle distribution of General Motors Detroit Diesel engines, Chrysler engines, Kohler light plants, Allison torque converters, Fageol, Champion, and Oliver outboard engines has been organized in Berkeley, Calif.

The company is headed by Gene Rhea, long associated with Muirson C. Wright, and Jim Williams. Other personnel will be Jim Williams, Tom Genn, Jim McCarthy, Bill Sylva, and Nick Lane. Muirson Wright will continue with West Coast Motors in an advisory capacity.

At the same time Mr. Wright will continue West Coast Engine & Euipment Co. as a completely separate company, with new buildings and shops near West Coast Motors on the East Shore Highway. West Coast Motors will occupy the old buildings and shops of West Coast Engine & Equipment Co.

Mr. Wright will be assisted in the management of West Coast Engine & Equipment Co. by G. McIntosh. The firm will be Allis-Chalmers tractor and equipment dealers for 11 of the Bay Area counties, and will also have Bucyrus Erie, Pettibone Mullikin, Universal Crushers, Pettibone Wood, and Worthington equipment.

Pacific Cyclone Fence Sales Put in McCutcheon's Hands

Appointment of A. J. McCutcheon as area sales manager for the Cyclone Fence Department of U. S. Steel's American Steel and Wire Division is announced by F. E. Kyndberg, general sales manager. In his new position in charge of the Pacific Coast Area sales office, Mr. McCutcheon will be headquartered at the Cyclone Plant at 954 60th Street, Oakland.

A native of Oakland, Mr. McCutcheon began his career with Cyclone Fence as a salesman in the Oakland Division in 1924, was appointed branch manager of the Seattle, Wash., office in 1931, returned to the Oakland sales office in 1944, acted as branch manager of the Portland, Ore., office from 1945 until 1955, when he was made Oakland district sales manager, the position he held until his recent promotion.

RCA Adds Belock Devices To "Radiomarine" Products

The Communications Products Department, Radio Corporation of America, is now distributing and providing worldwide service for the complete line of merchant ship navigating instruments manufactured by the Marine Division of the Belock Instrument Corporation, it was announced today by George P. Aldridge, Manager, RCA "Radiomarine" Products.

The addition of the Belock line will enable RCA to equip fishing vessels with complete electronic systems and navigating devices, as well as communications equipment.

The Belock line includes: gyro compasses, compass repeaters, course recorders, gyro pilot hand electric steering stands with rudder angle indicator, dead reckoning analyzers and other navigational aids under development. These instruments will augment the RCA "Radiomarine" line of radar, loran, radiotelegraph, radiotelephone, depth sounders and other marine electronic equipment.

Heminway & Bartlett Appoints Zettwoch

W. S. Heminway, president of The Heminway & Bartlett Mfg. Co., manufacturers of Nylock fish netting twine, announces the appointment of Harold P. Zettwoch as coordinator of sales activities in the many industries served by Heminway & Bartlett.

Mr. Zettwoch has been associated with many facets of the twine business for more than 25 years.

★ ★ ★

Harbor Fisheries, Fishermen's Wharf, San Francisco, has doubled its office space, and increased its box storage space on the mezzanine floor. A new Ford one-ton truck has been added to the fleet.

Hart and Burns Offer New Fleck Boat Paint

Announcement of a new multi-color, fleck-type marine finish called "Navi-Flec" for boat interior and exteriors has recently been made for Hart and Burns Company, division of Devoe and Raynolds.

Conventional paint spraying equipment can be used for the new multi-color finish, which will finish up to 1000 square feet per gallon.

Three flecking colors—yellow, brown and white—are used in "Navi-Flec." Although intended primarily as an interior finish, a number of excellent exteriors have been produced by early users of the product.

Sperry Taps Holschuh

Appointment of Carl G. Holschuh as president and general manager of Sperry Gyroscope division was announced recently by H. F. Vickers, president of Sperry Rand Corporation. Mr. Holschuh succeeds Charles M. Green who retired as Sperry president.

Naming of Dr. Carl A. Frische to the post of executive vice president of Sperry Gyroscope was also announced by Mr. Vickers. He was former vice president for operations.

* * *

Dominic Frusiano, skipper of the San Francisco trawler **Alma,** has had her General Motors 6-71 diesel engine overhauled at Shoreline Diesel Maintenance, Fishermen's Wharf, San Francisco.

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At the Exide Laboratories — **Reporter:** Just exactly what part of the battery is that, Mr. Fuggiti?

Fuggiti: This is the Exide-Ironclad positive plate. And in any battery, power reserve is governed by positive plate area.

Reporter: Then do you mean that Exide-Ironclad Batteries have *more* positive plate area?

Fuggiti: Exactly. You can see that here. The cylindrical power tubes are arranged in a row. So the semicircular sides give an effective plate area one-third more than the plate size.

Reporter: How does that increase power reserve?

Fuggiti: Because there's a bigger working surface of battery plate exposed to the electrolyte. Power response is faster.

Reporter: What does this mean in battery performance?

Fuggiti: It means the battery can provide power to spare for peak power loads as well as a dependable source for continuous loads.

Reporter: Obviously this is an important feature of the Exide-Ironclad Batteries.

Fuggiti: Yes it is, but it's just one of many engineering details that contribute to their long life and high capacity.

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